TECH MEMO #3B: EXISTING CONDITIONS ANALYSIS

Date:	April 2, 2023
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Project:	City of Florence Transportation System Plan Update
Subject:	Draft Tech Memo #3B: Existing Conditions Analysis

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Introduction

This memorandum summarizes information related to existing transportation system conditions in the City of Florence for the Florence Transportation system Plan (TSP) update. This memorandum includes information on traffic counts conducted at the study intersections and the results of the intersection operations analysis, non-automobile analysis, crash analysis, access management analysis, and environmental analysis. The information provided in this memorandum addresses the requirements identified in Oregon Administrative Rule 660-012-020 (Elements of a Transportation System Plan) for providing a general assessment of existing transportation facilities and services. The information provided in this memorandum will serve as the basis for developing and evaluating transportation system alternatives and identifying improvement projects for the Florence TSP update.

Traffic Counts

The study intersections for the Florence TSP update were determined by the City of Florence (City) in coordination with the Oregon Department of Transportation (ODOT). There are 20 study intersections located along state and local facilities, including three signalized intersections

(intersections 4, 8, and 9) and seventeen unsignalized intersections. Figure 1 illustrates the location of the study intersections. Figure 2 illustrates the current lane configurations and traffic control devices at the study intersections.

STATE FACILITIES

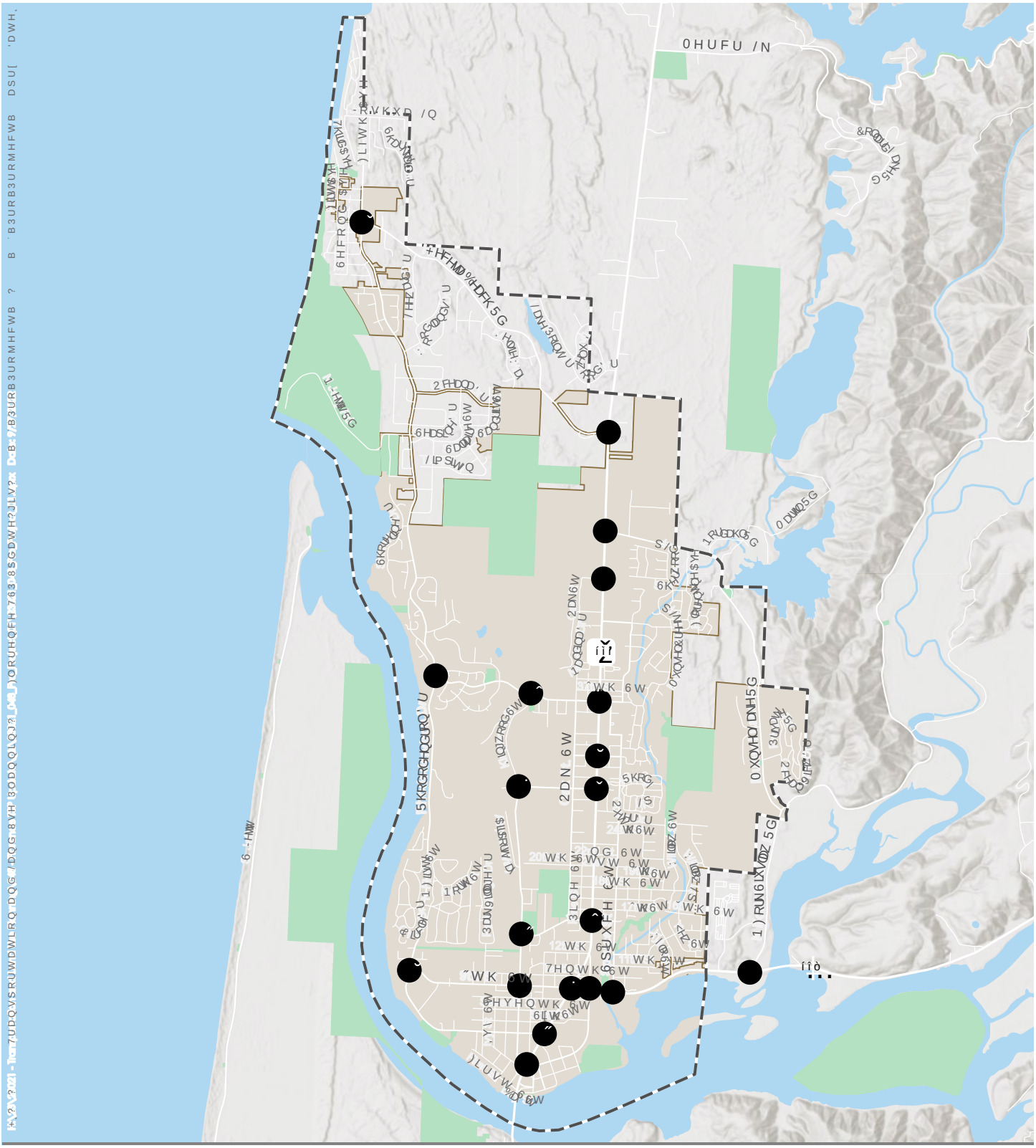
1. US 101/Heceta Beach Road
2. US 101/Munsel Lake Road
3. US 101/46th Street
4. US 101/35th Street (Signal)
5. US 101/30th Street
6. US 101/27th Street
7. US 101/15th Street
8. US 101/OR 126 (Signal)
9. US 101/Rhododendron Drive (Signal)
10. US 101/2nd Street
11. OR 126/Quince Street
12. OR 126/Spruce Street
13. OR 126/North Fork Siuslaw Road

LOCAL FACILITIES

1. Rhododendron Drive/35th Street
2. Rhododendron Drive/9th Street
3. Rhododendron Drive/Heceta Beach Road
4. Kingwood Street/35th Street
5. Kingwood Street/27th Street
6. Kingwood Street/15th Street
7. Kingwood Street/9th Street

Turning movement counts were conducted at the study intersections in June 2021. The counts were conducted on a typical mid-week day when local schools were in session but in a remote learning environment. All the counts were conducted over a 16-hour period (6:00 AM to 10:00 PM) and include the total number of pedestrians, bicyclists, and motor vehicles that entered the study intersections in 15-minute intervals.

The *Analysis Methodology and Assumptions Memorandum* includes information related to the peak hour development, seasonal adjustment factors, and historical factors used to develop traffic volumes for the traffic operations analysis. Per the memorandum, a system-wide peak hour of 4:00 to 5:00 PM was selected as a basis for the analysis; seasonal adjustment factors of 1.20 and 1.14 were applied to the counts on US 101 and OR 126 to reflect the peak season and a historical factor of 1.015 was applied to all the counts to reflect 2022 traffic conditions. An additional adjustment factor of 1.06 was applied to all the counts to account for potential changes in traffic volumes related to the COVID-19 pandemic. The traffic volumes were also balanced as appropriate. Figure 3 summarizes the traffic volumes developed at the study intersections for the traffic operations analysis.



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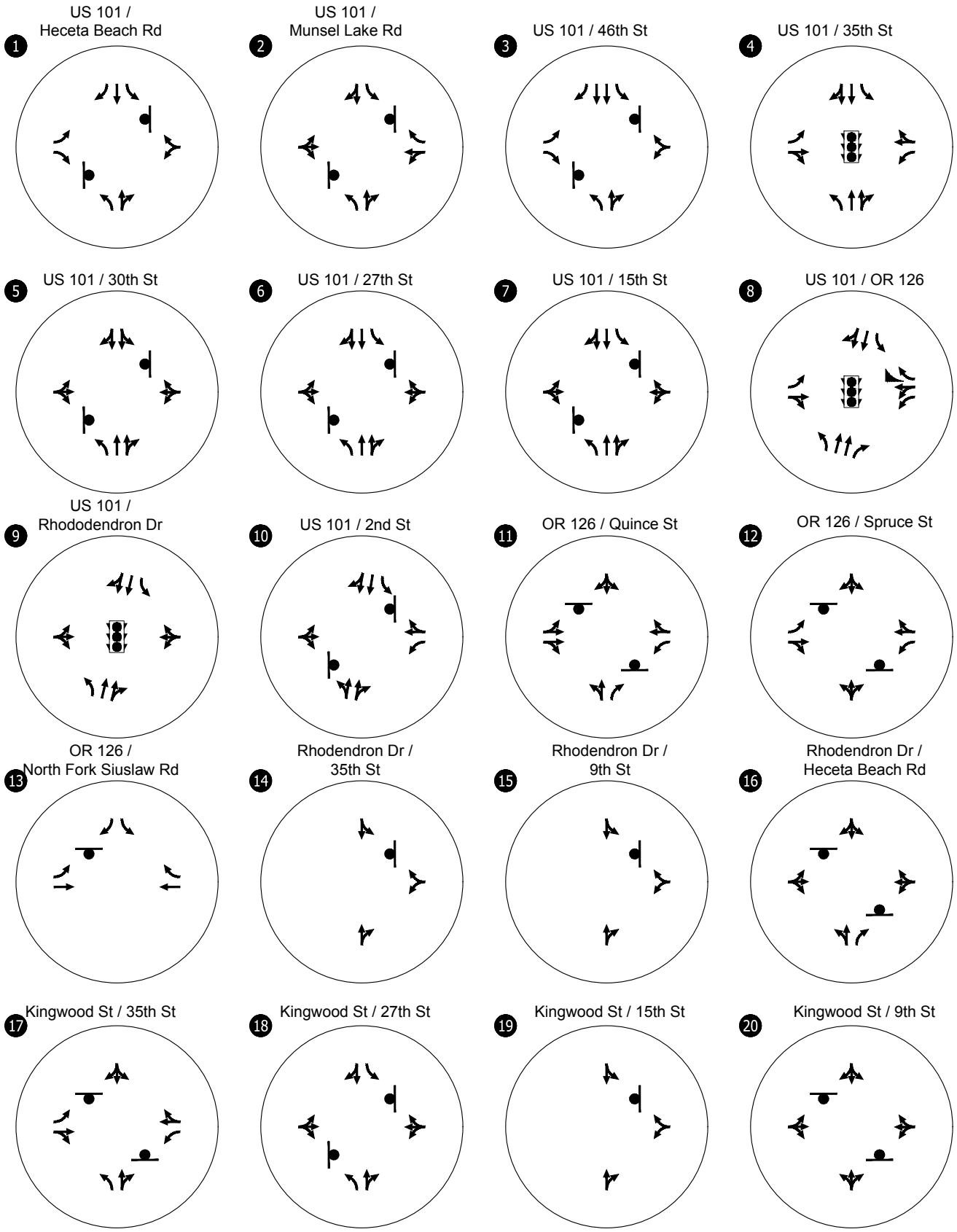
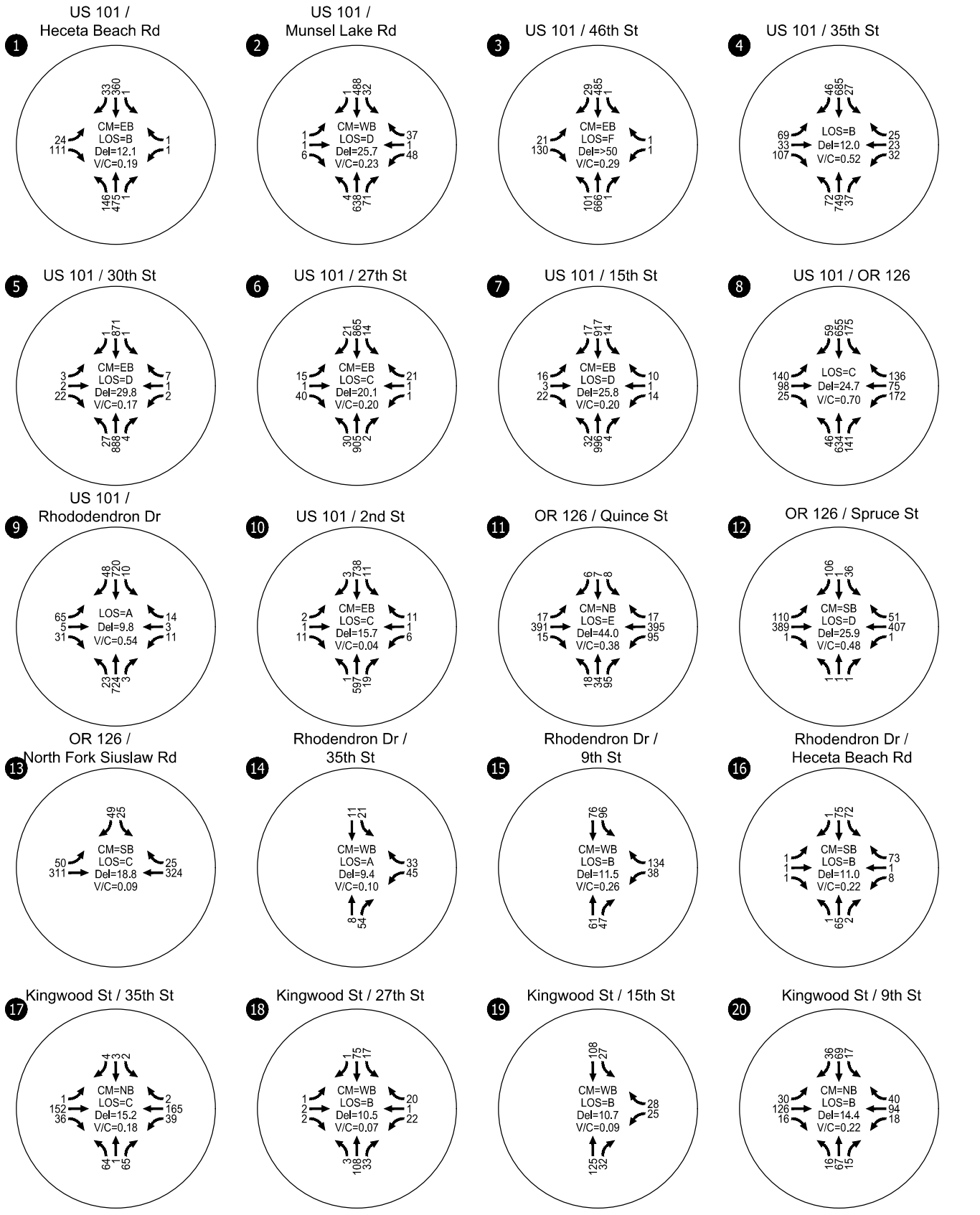


- STOP SIGN
- TRAFFIC SIGNAL

Existing Lane Configurations & Traffic Control Devices Florence, OR

Figure 2



Existing Traffic Conditions
Weekday PM Peak Hour
Florence, OR

Figure 3

Motorized Vehicle Transportation Analysis

The motorized vehicle transportation analysis identifies how the study intersections operate under existing traffic conditions during the weekday PM peak hour. The weekday PM peak hour was selected as a basis for the analysis given that it generally represents the most critical time period throughout the day.

INTERSECTION OPERATIONS ANALYSIS

The intersection operations analysis was conducted using Synchro 11, which is a software tool designed to assist with operations analyses in accordance with Highway Capacity Manual (HCM) methodologies. The analysis results include level-of-service (LOS), delay (del), and volume-to-capacity (v/c) ratios at all intersections, regardless of jurisdiction. The LOS, del, and v/c ratios are reported for the overall intersection at signalized intersections and the critical movement at unsignalized intersections in accordance with the methodologies outlined in ODOT's Analysis Procedures Manual (APM).

Table 1 and Figure 3 summarize the results of the intersection operations analysis and compares the results to the applicable mobility standards and targets which were presented in the *Analysis Methodology and Assumptions Memorandum*. *Attachment A contains the existing traffic conditions worksheets.*

Table 1: Intersection Operations, Weekday PM Peak Hour

Map ID	Intersection	Control Type	Mobility Standard/Target[1]	Intersection Operations			
				CM	LOS	Del	v/c
1	US 101/Heceta Beach Road	TWSC	V/C = 0.80/0.90	EB	B	12.1	0.19
2	US 101/Munsel Lake Road	TWSC	V/C = 0.85/0.90	WB	D	25.7	0.23
3	US 101/46th Street	TWSC	V/C = 0.85/0.90	EB	F	70.5	0.29
4	US 101/35th Street	Signal	V/C = 0.85	-	B	12.0	0.52
5	US 101/30th Street	TWSC	V/C = 0.90/0.95	EB	D	29.8	0.17
6	US 101/27th Street	TWSC	V/C = 0.90/0.95	EB	C	20.1	0.20
7	US 101/15th Street	TWSC	V/C = 0.90/0.95	EB	D	25.8	0.20
8	US 101/OR 126	Signal	V/C = 0.85	-	C	24.7	0.70
9	US 101/Rhododendron Drive	Signal	V/C = 0.90	-	A	9.8	0.54
10	US 101/2nd Street	TWSC	V/C = 0.90/1.0	EB	C	15.7	0.04
11	OR 126/Quince Street	TWSC	V/C = 0.85/0.95	NB	E	44.0	0.38
12	OR 126/Spruce Street	TWSC	V/C = 0.85/0.95	SB	D	25.9	0.48
13	OR 126/North Fork Siuslaw Road	TWSC	V/C = 0.70/0.75	SB	C	18.8	0.09
14	Rhododendron Drive/35th Street	TWSC	LOS D	WB	A	9.4	0.10
15	Rhododendron Drive/9th Street	TWSC	LOS D	WB	B	11.5	0.26
16	Rhododendron Drive/Heceta Beach Road	TWSC	LOS D	SB	B	11.0	0.22
17	Kingwood Street/35th Street	TWSC	LOS D	NB	C	15.2	0.18
18	Kingwood Street/27th Street	TWSC	LOS D	WB	B	10.5	0.07
19	Kingwood Street/15th Street	TWSC	LOS D	WB	B	10.7	0.09
20	Kingwood Street/9th Street	TWSC	LOS D	NB	B	14.4	0.22

Note: TWSC = Two-way stop-control; CM = Critical movement; LOS = Intersection Level of Service (Signal), CM Level of Service (TWSC, AWSC); Del = Intersection average vehicle delay (Signal), CM vehicle delay (TWSC, AWSC); v/c = Intersection v/c (Signal), CM v/c (TWSC, AWSC).
[1]State Highway V/C Ratio/Side-Street V/C Ratio

As shown in Table 1 and Figure 3, all study intersections currently operate acceptably during the weekday PM peak hour. *Attachment B includes the intersection operations analysis worksheets.*

QUEUEING ANALYSIS

A queuing analysis was conducted at the signalized study intersections using Synchro 11. Table 2 summarizes the 95th percentile queues during the weekday PM peak hour and indicates if existing storage can accommodate the queues. The vehicle queue and storage lengths were rounded up to the nearest 25-feet. The storage lengths reflect the striped storage for each movement at the intersections. *Attachment C contains the queuing analysis worksheets.*

Table 2: Queuing Summary, Weekday PM Peak Hour

Map ID	Intersection	Movement	Storage Length (feet)	95th Percentile Queue (feet)	Adequate?
4	US 101/35th Street	EBL	125	75	Yes
		WBL	150	50	Yes
		NBL	150	25	Yes
		SBL	100	<25	Yes
8	US 101/OR 126	EBL	100	225	**No**
		WBL	400	200	Yes
		NBL	125	100	Yes
		SBL	150	300	**No**
9	US 101/Rhododendron Drive	NBL	125	<25	Yes
		SBL	125	<25	Yes

Note: EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, L = Left

As shown in Table 2, the striped storage lengths at the signalized study intersections are currently adequate for the 95th percentile queues with the exception of the eastbound left-turn queue and the southbound left-turn queue at the US 101/OR 126 intersection. The eastbound left-turn queue exceeds striped storage, and while additional storage is provided in the taper area for the left-turn lane, a 95th percentile queue may partially block the through traffic lane. The southbound left-turn queue exceeds striped storage but additional storage is provided in the two-way left-turn lane.

Non-Automobile Transportation Analysis

The non-automobile transportation analysis was conducted in accordance with the methodologies identified in Chapter 14 of ODOT's APM. Per the APM, Bicycle Level of Traffic Stress, Pedestrian Level of Traffic Stress, and Transit Qualitative Multimodal Assessment are appropriate analysis methodologies for TSP updates.

TRANSIT QUALITATIVE MULTIMODAL ASSESSMENT

A transit qualitative multimodal assessment was conducted in accordance with the methodology described in ODOT's APM. Transit factors that should be considered are frequency and on-time reliability, schedule speed/travel times, transit stop amenities, and connecting pedestrian/bicycle network. This methodology applies a rating system similar to that used for pavement conditions; excellent, good, fair, and poor. Table 3 outlines the methodology used for conducting a transit qualitative multimodal assessment within Florence.

Table 3: Transit Qualitative Multimodal Assessment Methodology – For Small City Service

Category	Excellent	Good	Fair	Poor
Frequency	12 daily round trips	8-10 daily round trips	5-7 daily round trips	4 or fewer daily round trips
Schedule Speed/ Travel Times	<20% slower than driving	20% to 40% slower than driving	40% to 60% slower than driving	>60% slower than driving
Transit Stop Amenities	Shelter with bench and sign	Bench with sign	Sign with waiting area	No sign and/or no waiting area
Connecting Pedestrian/ Bicycle Network	Wide shoulders or bike lanes and sidewalks with frequent crossing	Standard shoulders or bike lanes and sidewalks with crossings	Substandard shoulders or bike lanes and sidewalks with no crossing	No shoulders, bike lanes, or sidewalks and no crossings
ADA Accessibility	All stops are ADA-compliant and have adjacent parking prohibited	85-99% of stops are ADA-compliant and have adjacent parking prohibited	70-84% of stops are ADA-compliant and have adjacent parking prohibited	Less the 70% of stops are ADA-compliant and have adjacent parking prohibited

Frequency

From the user's perspective, *frequency* determines how many times an hour a user has access to transit service, assuming that service is provided within acceptable walking distance and at the times the user wishes to travel. Frequency also helps determine the convenience of transit service to riders and is one component of overall transit trip time (helping to determine the wait time at a stop).

Rhody Express is the primary service provider in the city and operates two local fixed-route services. The North Loop and South Loop operate weekdays from 10:00 AM to 6:00 PM on 60-minute headways (8 round trips). Therefore, the frequency rating for the North and South Loops is good. Per the APM, on-time reliability is typically evaluated along with frequency. River Cities Taxi, who operates the Rhody Express currently does not track on-time reliability. Staff at River Cities Taxi have indicated there is no known reported issue of on-time reliability of Rhody Express.

Schedule Speed/Travel Times

Schedule speed and travel time refer to the time it takes to complete a transit route in full and the length of time between stops. The Rhody Express North and South Loops serve 11 stops in 58 minutes. The same route driven in a single-occupancy vehicle take approximately 39 minutes. Therefore, the schedule speed/travel speed rating for the North and South Loops is good.

Transit Stop Amenities

Amenities at transit stops, such as benches and shelters, enhance a transit route and make it more user-friendly. Steps that can make this mode as comfortable and accommodating as possible may help encourage ridership. Rhody Express provides 30 transit stops in Florence. Most stops have a sign and pole designating the stop location, eight stops have a bench and shelter, although seven of these shelters are in poor condition and need to be replaced. Therefore, the transit stop amenities rating for the North and South Loops is Fair.

Connecting Pedestrian/Bicycle Network

Pedestrian facilities are provided adjacent to most stops in Florence while designated bicycle facilities are not. However, most stops are located on low-speed roadways where mixed traffic may support cyclists. Therefore, the connecting pedestrian/bicycle network rating for the North and South Loop is fair.

ADA Accessibility

Few of the pedestrian facilities near stops are ADA accessible. In addition, parking is allowed near most stops serving Florence; adjacent parking can block buses from reaching the curb space, impacting the ability of passengers to board and alight from the vehicle. Therefore, the ADA accessibility rating for the North and South Loop is poor.

PEDESTRIAN LEVEL OF TRAFFIC STRESS

Pedestrian level of traffic stress (PLTS) is a perception-based analysis methodology that is used to evaluate the adequacy of streets to accommodate pedestrians in urban and rural environments. As applied by ODOT, this methodology classifies four levels of traffic stress that a pedestrian can experience on the street, ranging from PLTS 1 (little traffic stress) to PLTS 4 (high traffic stress). A street or street segment that is rated PLTS 1 generally has low traffic volumes and travel speeds and has a sidewalk that is separated from vehicle traffic. These segments are generally suitable for all pedestrians, including children. A street or street segment that is rated PLTS 4 generally has high traffic volumes and travel speeds and curb-tight sidewalks that are perceived as unsafe by most adults. Segments rated PLTS 4 also include those with no sidewalks or other pedestrian facilities. Per the APM, PLTS 2 is considered a reasonable target for most streets due to its acceptability with most pedestrians.

The PLTS score is determined based on four criteria, including sidewalk condition, physical buffer type, total buffering width, and general land use. All four criteria are scored from 1 to 4 and the highest score determines the overall score for the road segment. Table 4 summarizes the results of the PLTS analysis. Figure 4 illustrates the results of the PLTS analysis for the arterial and collector streets in Florence. It is important to note that while some segments are shown as PLTS 3 or 4, they may have shorter segments with lower PLTS scores.

As shown in Figure 4, several arterial and collector streets in Florence have segments that are rated PLTS 3 and PLTS 4. The segments rated PLTS 3 may have curb-tight sidewalks on roadways with speeds of 30 mph or higher. In order for these segments to be rated PLTS 2, a buffer would need to be installed between the sidewalk and vehicle travel lane. Other segments rated PLTS 3 may have narrow sidewalks. In order for these segments to be rated PLTS 2, the sidewalks would need to be widened to at least five feet wide. Other segments may be located adjacent to industrial land uses, such as those along US 101, OR 126, and northern parts of Kingwood Street. Per the APM, these segments are automatically rated PLTS 3 or 4 given the auto-oriented nature of these land uses. For these segments, the priority is filling gaps instead of reaching PLTS 2.

The majority of segments rated PLTS 4 have no sidewalks or other pedestrian facilities. In order for these segments to be rated PLTS 2, sidewalks with appropriate sidewalk and buffer widths would need to be installed along the full length of the roadway. *Attachment D* contains detailed information on the PLTS analysis results.

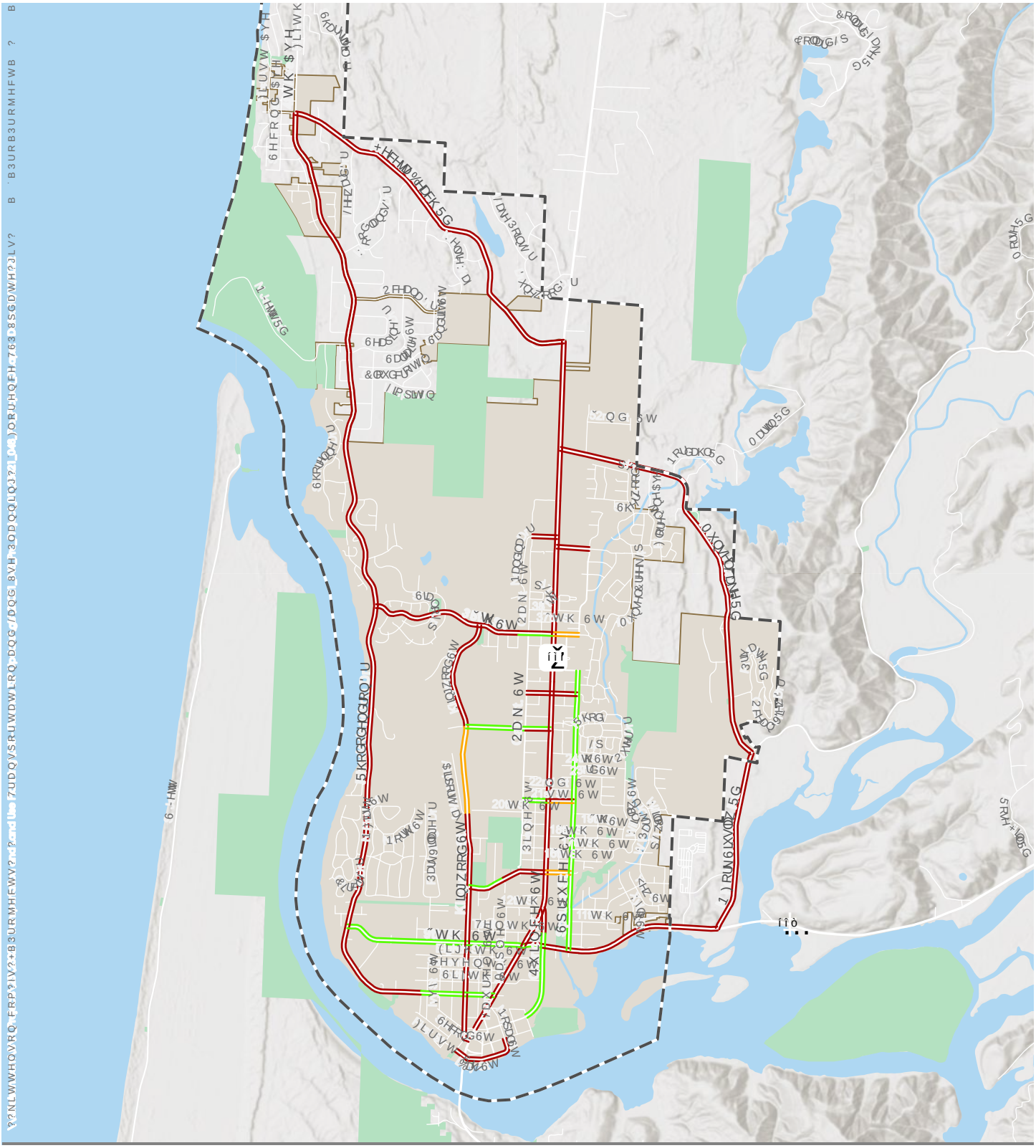


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Table 4: Pedestrian Level of Traffic Stress (PLTS) Analysis Results

Street	From	To	Side	PLTS Criteria				PLTS
				Sidewalk Condition	Physical Buffer Width	Total Buffer Width	General Land Use	
US 101	Heceta Beach Rd	Munsel Lake Rd	West	4	4	2	3	4
	Heceta Beach Rd	Munsel Lake Rd	East	4	4	2	3	4
	Munsel Lake Rd	46th St	West	1	4	4	3	4
	Munsel Lake Rd	46th St	East	4	4	4	3	4
	46th St	37th St	West	4	4	4	3	4
	46th St	37th St	East	4	4	4	3	4
	37th St	31st St	West	1	4	4	3	4
	37th St	31st St	East	1	4	4	3	4
	31st St	27th St	West	1	4	4	3	4
	31st St	27th St	East	1	4	4	3	4
	27th St	22nd St	West	1	4	4	3	4
	27th St	22nd St	East	1	4	4	3	4
	22nd St	OR 126	West	1	4	4	3	4
	22nd St	OR 126	East	1	4	4	3	4
	OR 126	Rhododendron Dr	West	1	4	4	1	4
	OR 126	Rhododendron Dr	East	1	4	4	1	4
	Rhododendron Dr	2nd Street	West	4	4	4	1	4
	Rhododendron Dr	2nd Street	East	1	4	4	1	4
OR 126	US 101	Quince Street	North	1	4	4	1	4
	US 101	Quince Street	South	1	2	1	1	2
	Quince Street	Redwood St	North	1	4	2	3	4
	Quince Street	Redwood St	South	1	4	1	3	4
	Redwood St	Spruce St	North	1	4	2	3	4
	Redwood St	Spruce St	South	1	4	2	3	4
	Spruce St	Xylo St	North	4	4	2	3	4
	Spruce St	Xylo St	South	4	4	2	3	4
	Xylo St	N Fork Siuslaw Rd	North	4	4	2	3	4
	Xylo St	N Fork Siuslaw Rd	South	4	4	2	2	4
9th St	Rhododendron Dr	US 101	North	1	2	2	1	2
	Rhododendron Dr	US 101	South	1	2	2	1	2
Rhododendron Dr	Heceta Beach Rd	Lighthouse Wy	West	4	4	2	1	4
	Heceta Beach Rd	Lighthouse Wy	East	4	4	2	1	4
	Lighthouse Wy	New Hope Ln	West	4	4	2	1	4
	Lighthouse Wy	New Hope Ln	East	4	4	2	1	4

	New Hope Ln	Greenwood St	West	4	4	2	1	4
	New Hope Ln	Greenwood St	East	4	4	2	1	4
	Greenwood St	US 101	North	1	2	1	1	2
	Greenwood St	US 101	South	1	2	2	1	2
Munsel Lake Rd	US 101	Ocean Dunes Dr	North	4	4	2	1	4
	US 101	Ocean Dunes Dr	South	4	4	2	1	4
	Ocean Dunes Dr	N Fork Rd	West	4	2	2	1	4
	Ocean Dunes Dr	N Fork Rd	East	4	2	2	1	4
N Fork Siuslaw Rd	Munsel Lake Rd	OR 126	West	4	2	2	1	4
	Munsel Lake Rd	OR 126	East	4	2	2	1	4
Heceta Beach Rd	US 101	Rhododendron Dr	North	4	4	2	1	4
	US 101	Rhododendron Dr	South	4	4	2	1	4
Kingwood St	35 St	27th St	West	2	4	2	1	4
	35 St	27th St	East	2	4	2	1	4
	27th St	Airport Ln	West	1	2	1	3	3
	27th St	Airport Ln	East	1	2	1	3	3
	Airport Ln	17th Pl	West	2	4	2	3	4
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	15th St	10th St	West	4	2	2	1	4
	15th St	10th St	East	4	2	2	1	4
	10th St	US 101	West	4	2	2	1	4
	10th St	US 101	East	4	2	2	1	4
Quince St	US 101	10th St	West	4	2	2	1	4
	US 101	10th St	East	4	2	2	1	4
	10th St	Harbor St	West	1	2	2	1	2
	10th St	Harbor St	East	1	2	2	1	2
Spruce St	32nd St	30th Way	West	1	2	2	1	2
	32nd St	30th Way	East	1	2	2	1	2
	30th Way	25th St	West	1	2	2	1	2
	30th Way	25th St	East	1	2	2	1	2
	25th St	17th St	West	1	2	2	1	2
	25th St	17th St	East	1	2	2	1	2
	17th St	15th St	West	1	2	2	1	2
	17th St	15th St	East	2	2	2	1	2
	15th St	OR 126	West	1	2	2	1	2
	15th St	OR 126	East	1	2	2	1	2
Bay St	Kingwood St	1st St	North	1	4	2	1	4
	Kingwood St	1st St	South	1	4	2	1	4

Airport Rd/15th St	Kingwood St	Nopal St	North	1	2	2	1	2
	Kingwood St	Nopal St	South	4	2	2	1	4
	Nopal St	US 101	North	4	2	2	1	4
	Nopal St	US 101	South	4	2	2	1	4
	US 101	Spruce St	North	1	2	2	3	3
	US 101	Spruce St	South	1	2	2	3	3
21st St	Oak St	US 101	North	1	2	2	1	2
	Oak St	US 101	South	1	2	2	1	2
	US 101	Spruce St	North	4	2	2	3	4
	US 101	Spruce St	South	1	2	2	3	3
27th St	Kingwood St	Oak St	North	1	2	2	1	2
	Kingwood St	Oak St	South	1	2	2	1	2
	Oak St	US 101	North	1	2	2	1	2
	Oak St	US 101	South	4	2	2	1	4
30th St	Oak St	Spruce St	North	4	2	2	3	4
	Oak St	Spruce St	South	4	2	2	3	4
35th St	Rhododendron Dr	Myrtle Loop	North	4	2	2	1	4
	Rhododendron Dr	Myrtle Loop	South	4	2	2	1	4
	Myrtle Loop	US 101	North	4	2	2	1	4
	Myrtle Loop	US 101	South	1	2	2	1	2
	US 101	Spruce St	North	1	2	2	3	3
	US 101	Spruce St	South	1	2	2	3	3
42nd St/43rd St	Oak St	US 101	North	4	2	2	3	4
	Oak St	US 101	South	4	2	2	3	4
	US 101	Spruce St	North	4	2	2	3	4
	US 101	Spruce St	South	4	2	2	3	4

BICYCLE LEVEL OF TRAFFIC STRESS

Similar to PLTS, Bicycle level of traffic stress (BLTS) is a perception-based analysis methodology that is used to evaluate the adequacy of streets to accommodate cyclists in urban and rural environments. As applied by ODOT, this methodology classifies four levels of traffic stress that a cyclist can experience on the street, ranging from BLTS 1 (little traffic stress) to BLTS 4 (high traffic stress). A street or street segment that is rated BLTS 1 generally has low traffic volumes and travel speeds and is suitable for all cyclists, including children. A street or street segment that is rated BLTS 4 generally has high traffic volumes and travel speeds and is perceived as unsafe by most adults. Per the APM, BLTS 2 is considered a reasonable target for streets due to its acceptability with most cyclists.

The BLTS score is determined based on the speed of the street, the number of travel lanes per direction, the presence and width of an on-street bike lane and/or adjacent parking lane, and several other factors. Table 5 summarizes the results of the BLTS analysis. Figure 5 illustrates the results of the BLTS analysis for the arterial and collector streets in Florence. It is important to note that while some segments are shown as BLTS 3 or 4, they may have shorter segments with lower BLTS scores.

As shown in Figure 5, several arterial and collector streets in Florence have segments that are rated BLTS 3 and BLTS 4. The segments rated BLTS 3 or BLTS 4 may have bike lanes that are too narrow for roadway conditions (e.g., high speeds and/or high volumes). In order for these segments to be rated BLTS 2, the bike lanes would need to be widened to seven feet. Other segments rated BLTS 3 may not have bike lanes and may be considered mixed traffic (shoulder bikeways or no bicycle facilities present). In order for these segments to be rated BLTS 2, the shoulder would need to be restriped as a bike lane with appropriate width or traffic volumes would need to be below 2,500 ADT and the posted speed would need to be 25 mph. It should also be noted that a majority of the segments evaluated as mixed traffic that were rated BLTS 2 could include signage and/or striping to remind motorists to share the road. The signing and striping can also provide important wayfinding for cyclists to inform them of the preferred bicycle route.

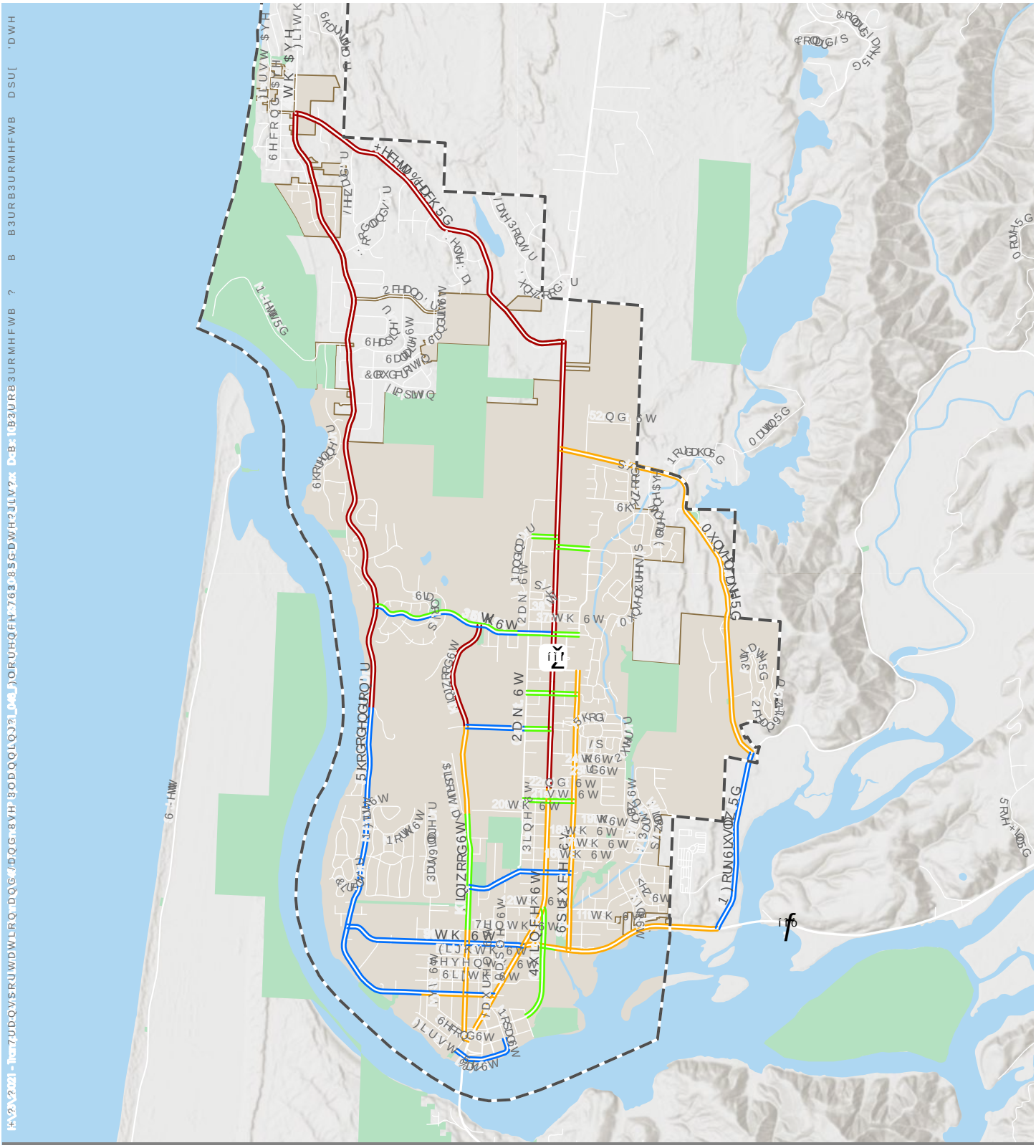

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Table 5: Bicycle Level of Traffic Stress (BLTS) Analysis Results

Street	From	To	Side	Facility Type	ADT	BLTS Criteria					BLTS
						Speed (mph)	Lanes per Direction	Bicycle Facility Width (feet)	Parking	Frequent Blockage	
US 101	Heceta Beach Rd	Munsel Lake Rd	West	Bike Lane	-	55	1	8	None	No	3
	Heceta Beach Rd	Munsel Lake Rd	East	Bike Lane	-	55	1	8	None	No	3
	Munsel Lake Rd	46th St	West	Bike Lane	-	40	2	7	None	No	4
	Munsel Lake Rd	46th St	East	Bike Lane	-	40	2	7	None	No	4
	46th St	37th St	West	Bike Lane	-	40	2	6	None	No	4
	46th St	37th St	East	Bike Lane	-	40	2	6	None	No	4
	37th St	31st St	West	Bike Lane	-	40	2	5	None	No	4
	37th St	31st St	East	Bike Lane	-	40	2	5	None	No	4
	31st St	27th St	West	Bike Lane	-	40	2	6	None	No	4
	31st St	27th St	East	Bike Lane	-	40	2	6	None	No	4
	27th St	22nd St	West	Bike Lane	-	40	2	6	None	No	4
	27th St	22nd St	East	Bike Lane	-	40	2	6	None	No	4
	22nd St	OR 126	West	Bike Lane	-	30	2	6	None	No	3
	22nd St	OR 126	East	Bike Lane	-	30	2	6	None	No	3
	OR 126	Rhododendron Dr	West	Bike Lane	-	30	2	6	None	No	3
	OR 126	Rhododendron Dr	East	Bike Lane	-	30	2	6	None	No	3
	Rhododendron Dr	2nd Street	West	Bike Lane	-	30	2	6	None	No	3
	Rhododendron Dr	2nd Street	East	Bike Lane	-	30	2	6	None	No	3
	US 101	Quince Street	North	Bike Lane	-	35	2	5	None	No	3
	US 101	Quince Street	South	Bike Lane	-	35	2	5	Yes	No	3
	Quince Street	Redwood St	North	Bike Lane	-	35	1	5	None	No	3
	Quince Street	Redwood St	South	Bike Lane	-	35	1	8	Yes	No	2
OR 126	Redwood St	Spruce St	North	Bike Lane	-	35	1	5	None	No	3
	Redwood St	Spruce St	South	Bike Lane	-	35	1	6	None	No	3
	Spruce St	Xylo St	North	Bike Lane	-	35	1	5	None	No	3
	Spruce St	Xylo St	South	Bike Lane	-	35	1	6	None	No	3
	Xylo St	N Fork Siuslaw Rd	North	Bike Lane	-	35	1	5	None	No	3
	Xylo St	N Fork Siuslaw Rd	South	Bike Lane	-	35	1	6	None	No	3
9th St	Rhododendron Dr	US 101	North	Bike Lane	-	25	1	6	None	No	1
	Rhododendron Dr	US 101	South	Bike Lane	-	25	1	6	None	No	1
Rhododendron Dr	Heceta Beach Rd	Lighthouse Wy	West	Shoulder	-	40	1	3	None	No	4
	Heceta Beach Rd	Lighthouse Wy	East	Shoulder	-	40	1	3	None	No	4
	Lighthouse Wy	New Hope Ln	West	Shoulder	-	40	1	3	None	No	4
	Lighthouse Wy	New Hope Ln	East	Shoulder	-	40	1	3	None	No	4

	New Hope Ln	Greenwood St	West	Bike Lane	-	30	1	7	None	No	1
	New Hope Ln	Greenwood St	East	Bike Lane	-	30	1	7	None	No	1
	Greenwood St	US 101	North	Bike Lane	-	25	1	6	Yes	No	1
	Greenwood St	US 101	South	Bike Lane	-	25	1	6	None	No	1
	US 101	Ocean Dunes Dr	North	Mixed Traffic	>3,000	35	1	0	None	No	3
Munsel Lake Rd	US 101	Ocean Dunes Dr	South	Mixed Traffic	>3,000	35	1	0	None	No	3
	Ocean Dunes Dr	N Fork Rd	West	Mixed Traffic	>3,000	25	1	0	None	No	3
	Ocean Dunes Dr	N Fork Rd	East	Mixed Traffic	>3,000	25	1	0	None	No	3
N Fork Siuslaw Rd	Munsel Lake Rd	OR 126	West	Shoulder	-	25	1	3	None	No	2
	Munsel Lake Rd	OR 126	East	Shoulder	-	25	1	5	None	No	2
Heceta Beach Rd	US 101	Rhododendron Dr	North	Shoulder	-	40	1	4	None	No	4
	US 101	Rhododendron Dr	South	Shoulder	-	40	1	4	None	No	4
	35th St	27th St	West	Bike Lane	-	40	1	6	None	No	4
	35th St	27th St	East	Bike Lane	-	40	1	6	None	No	4
	27th St	Airport Ln	West	Bike Lane	-	40	1	6	Yes	No	2
	27th St	Airport Ln	East	Bike Lane	-	40	1	6	Yes	No	2
	Airport Ln	17th Pl	West	Bike Lane	-	30	1	6	None	No	1
	Airport Ln	17th Pl	East	Bike Lane	-	30	1	6	None	No	1
	17th Pl	15th St	West	Bike Lane	-	30	1	6	None	No	1
Kingwood St	17th Pl	15th St	East	Bike Lane	-	30	1	6	None	No	1
	15th St	10th St	West	Bike Lane	-	25	1	6	None	No	1
	15th St	10th St	East	Bike Lane	-	25	1	6	None	No	1
	10th St	Bay St	West	Mixed Traffic	1,500-≤3,000	25	1	0	None	No	3
	10th St	Bay St	East	Mixed Traffic	1,500-≤3,000	25	1	0	None	No	3
	US 101	Harbor St	West	Mixed Traffic	1,500-≤3,000	25	1	0	None	No	3
Quince St	US 101	Harbor St	East	Mixed Traffic	1,500-≤3,000	25	1	0	None	No	3
	32nd St	30th Way	West	Bike Lane	-	25	1	6	None	No	1
	32nd St	30th Way	East	Bike Lane	-	25	1	6	None	No	1
	30th Way	25th St	West	Bike Lane	-	25	1	6	None	No	1
	30th Way	25th St	East	Bike Lane	-	25	1	6	None	No	1
	25th St	17th St	West	Mixed Traffic	>3,000	25	1	0	Yes	No	3
Spruce St	25th St	17th St	East	Mixed Traffic	>3,000	25	1	0	Yes	No	3
	17th St	15th St	West	Mixed Traffic	>3,000	25	1	0	Yes	No	3
	17th St	15th St	East	Mixed Traffic	>3,000	25	1	0	Yes	No	3
	15th St	OR 126	West	Mixed Traffic	>3,000	25	1	0	Yes	No	3
	15th St	OR 126	East	Mixed Traffic	>3,000	25	1	0	Yes	No	3

Bay St	Kingwood St	1st St	North	Mixed Traffic	≤750	25	1	0	Yes	No	1
	Kingwood St	1st St	South	Mixed Traffic	≤750	25	1	0	Yes	No	1
Airport Rd/15th St	Kingwood St	Nopal St	North	Mixed Traffic	750 - ≤1,500	25	1	0	Yes	No	2
	Kingwood St	Nopal St	South	Mixed Traffic	750 - ≤1,500	25	1	0	Yes	No	2
	Nopal St	US 101	North	Mixed Traffic	750 - ≤1,500	25	1	0	Yes	No	2
	Nopal St	US 101	South	Mixed Traffic	750 - ≤1,500	25	1	0	Yes	No	2
21st St	US 101	Spruce St	North	Mixed Traffic	750 - ≤1,500	25	1	0	Yes	No	2
	US 101	Spruce St	South	Mixed Traffic	750 - ≤1,500	25	1	0	Yes	No	2
	Oak St	US 101	North	Mixed Traffic	750 - ≤1,500	25	1	0	Yes	No	2
	Oak St	US 101	South	Mixed Traffic	750 - ≤1,500	25	1	0	Yes	No	2
	US 101	Spruce St	North	Mixed Traffic	≤750	25	1	0	Yes	No	1
	US 101	Spruce St	South	Mixed Traffic	≤750	25	1	0	Yes	No	1
27th St	Kingwood St	Oak St	North	Bike Lane	-	25	1	6	None	No	1
	Kingwood St	Oak St	South	Bike Lane	-	25	1	6	None	No	1
	Oak St	US 101	North	Mixed Traffic	750 - ≤1,500	25	1	0	Yes	No	2
	Oak St	US 101	South	Mixed Traffic	750 - ≤1,500	25	1	0	Yes	No	2
30th St	Oak St	Spruce St	North	Mixed Traffic	≤750	25	1	0	Yes	No	1
	Oak St	Spruce St	South	Mixed Traffic	≤750	25	1	0	Yes	No	1
35th St	Rhododendron Dr	Myrtle Loop	North	Bike Lane	-	25	1	6	None	No	1
	Rhododendron Dr	Myrtle Loop	South	Bike Lane	-	25	1	6	None	No	1
	Myrtle Loop	US 101	North	Bike Lane	-	25	1	6	None	No	1
	Myrtle Loop	US 101	South	Bike Lane	-	25	1	6	Yes	No	1
42nd St/43rd St	US 101	Spruce St	North	Bike Lane	-	25	1	5	None	No	2
	US 101	Spruce St	South	Bike Lane	-	25	1	5	None	No	2
	Oak St	US 101	North	Mixed Traffic	750 - ≤1,500	25	1	0	None	No	2
	Oak St	US 101	South	Mixed Traffic	750 - ≤1,500	25	1	0	None	No	2
	US 101	Spruce St	North	Bike Lane	-	25	1	5	None	No	2
	US 101	Spruce St	South	Bike Lane	-	25	1	5	None	No	2

Crash Analysis

Crash data was obtained from ODOT's Crash Data Portal. The data includes the total number, type, and severity of crashes that occurred throughout the study area for the five-year period from January 1, 2016 through December 31, 2020. Based on the data, a total of 338 crashes were reported in Florence over the five-year period, of which 17 resulted in a fatal/serious injuries, 127 resulted in moderate/minor injuries, and 194 resulted in property-damage-only (PDO). The following summarizes the results of the intersection crash analysis based on the five years of crash data.

INTERSECTION CRASH ANALYSIS

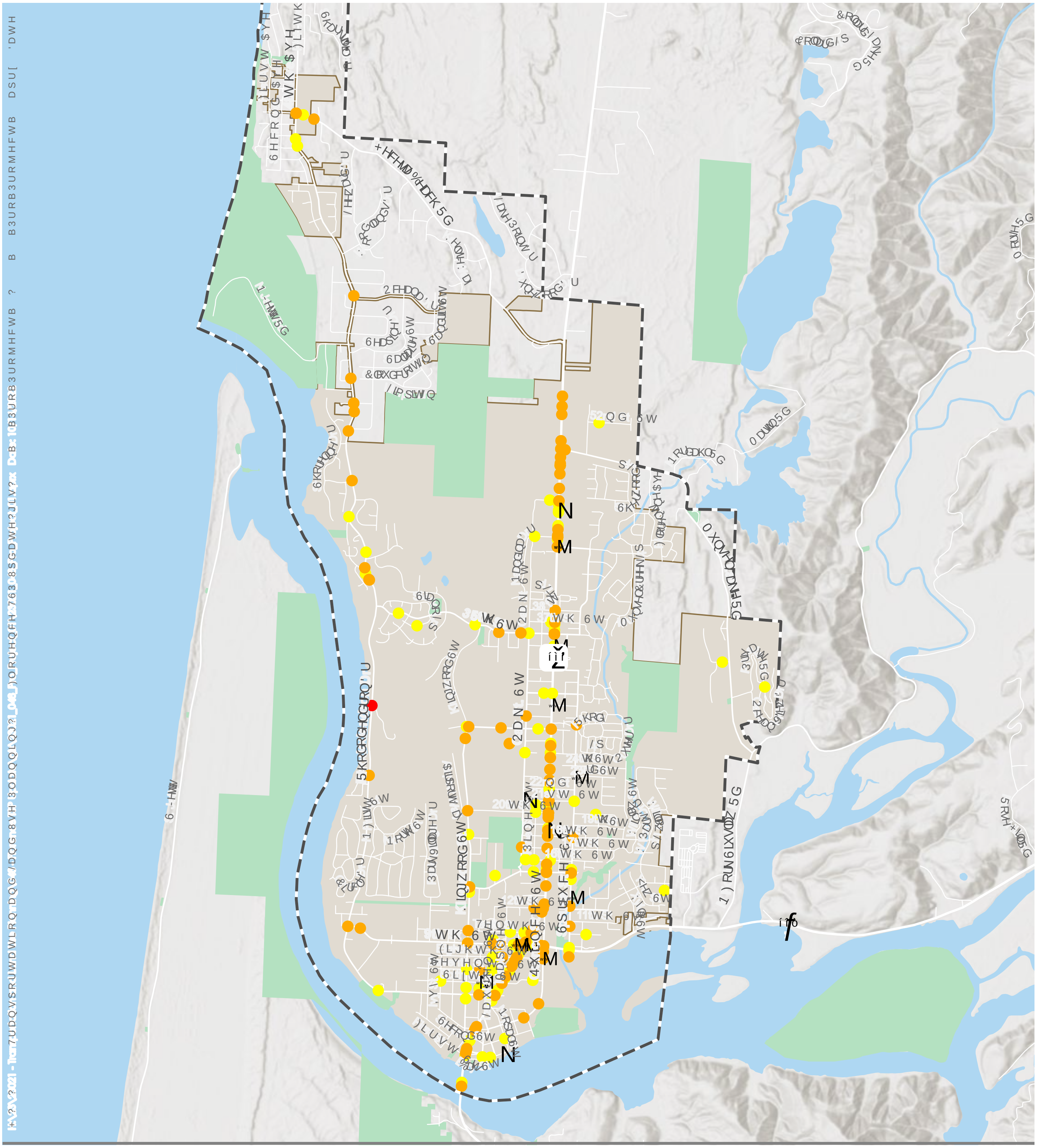
The intersection crash analysis includes an evaluation of intersection crash rates, critical crash rates, and excess proportion of specific crash types. The intersection crash analysis identifies the study intersections where existing safety issues may exist and may require mitigation. Based on the data, 87 of the 338 reported crashes occurred at the study intersections. Table 6 summarizes the collision type and crash severity for all reported crashes at the study intersections.

Table 6: Intersection Crash History (January 1, 2016 through December 31, 2020)

		Collision Type					Crash Severity			
Map ID	Intersection	Angle	Turn	Rear	Ped/ Bike	Other	Fatal/ Severe	Injury	PDO	Total
1	US 101/Heceta Beach Road		5					2	3	5
2	US 101/Munsel Lake Road		4	1				1	4	5
3	US 101/46th Street		3				1	1	1	3
4	US 101/35th Street	4	5	1		2		8	4	12
5	US 101/30th Street		1						1	1
6	US 101/27th Street		1					1		1
7	US 101/15th Street		3	3		1		2	5	7
8	US 101/OR 126	3	3	8	1		1	3	11	15
9	US 101/Rhododendron Drive		2	4				2	4	6
10	US 101/2nd Street		2	1		1	1	1	2	4
11	OR 126/Quince Street	5	4	1		1	1	4	6	11
12	OR 126/Spruce Street		1	1					2	2
13	OR 126/North Fork Siuslaw Road		1					1		1
14	Rhododendron Drive/35th Street									0
15	Rhododendron Drive/9th Street					1			1	1
16	Rhododendron Drive/Heceta Beach Road	3					2	1		3
17	Kingwood Street/35th Street									0
18	Kingwood Street/27th Street					2			2	2
19	Kingwood Street/15th Street		3					1	2	3
20	Kingwood Street/9th Street	5						1	4	5

Note: Fatal includes fatal and incapacitating injuries; Injury includes non-incapacitating injuries and possible injuries/complaint of pain; PDO includes Property Damage Only.

Figure 6 illustrates the crash data throughout the city by severity and indicates if the crashes involve pedestrians or bicyclists.



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KITTELSON & ASSOCIATES

Intersection Crash Rates

Intersection crash rates were developed for the study intersections based on the total number of crashes reported at the intersections over the five-year period and the total entering volume, or million entering vehicles (MEV). Intersection crash rates were compared to 90th percentile crash rates developed by ODOT and documented in Table 4-1 of the ODOT APM. Table 7 summarizes the total number of crashes reported at the study intersections over the five-year period, the intersection crash rates, and the corresponding 90th percentile crash rates as identified in the APM.

Table 7: Intersection Crash Rates vs. ODOT 90th Percentile Rates

Map ID	Intersection	Total Crashes	Intersection Crash Rate	90th Percentile Rate	Exceed 90th Percentile Rate?
1	US 101/Heceta Beach Road	5	0.24	0.408	No
2	US 101/Munsel Lake Road	5	0.21	0.408	No
3	US 101/46th Street	3	0.11	0.408	No
4	US 101/35th Street	12	0.35	0.860	No
5	US 101/30th Street	1	0.03	0.408	No
6	US 101/27th Street	1	0.03	0.408	No
7	US 101/15th Street	7	0.19	0.408	No
8	US 101/OR 126	15	0.35	0.860	No
9	US 101/Rhododendron Drive	6	0.20	0.860	No
10	US 101/2nd Street	4	0.16	0.408	No
11	OR 126/Quince Street	11	0.55	0.408	**Yes**
12	OR 126/Spruce Street	2	0.10	0.408	No
13	OR 126/North Fork Siuslaw Road	1	0.07	0.475	No
14	Rhododendron Drive/35th Street	0	0.00	0.293	No
15	Rhododendron Drive/9th Street	1	0.12	0.293	No
16	Rhododendron Drive/Heceta Beach Road	3	0.56	0.408	**Yes**
17	Kingwood Street/35th Street	0	0.00	0.408	No
18	Kingwood Street/27th Street	2	0.39	0.408	No
19	Kingwood Street/15th Street	3	0.48	0.293	**Yes**
20	Kingwood Street/9th Street	5	0.50	0.408	**Yes**

As shown in Table 7, the intersection crash rates at four study intersections currently exceed the corresponding 90th percentile crash rates. *Attachment E contains the intersection crash rate analysis worksheet.*

Critical Crash Rates

Critical crash rates were developed for the study intersections with sufficient reference populations based on the total number of crashes reported at the intersections over the five-year period, the intersection type, and the total entering volume or average annual daily traffic (AADT). This method is only applicable where at least 5-10 intersections are available with similar characteristics (e.g., traffic control and legs/approaches). Otherwise, the critical crash rate defaults to the 90th percentile crash rates outlined in Table 8. Critical crash rates were calculated for the study intersections using ODOT's Critical Crash Rate Calculator tool. Table 8 summarizes the total number of crashes reported at the study intersections over the five-year period, the intersection crash rates, and the corresponding critical crash rates.

Table 8: Intersection Crash Rates vs. Critical Crash Rates

Map ID	Intersection	Total Crashes	Intersection Crash Rate	Critical Crash Rate	Exceed Critical Crash Rate?
1	US 101/Heceta Beach Road	5	0.24	0.36	Under
2	US 101/Munsel Lake Road	5	0.21	0.34	Under
3	US 101/46th Street	3	0.11	0.34	Under
4	US 101/35th Street	12	0.35	N/A	N/A
5	US 101/30th Street	1	0.03	0.32	Under
6	US 101/27th Street	1	0.03	0.31	Under
7	US 101/15th Street	7	0.19	0.31	Under
8	US 101/OR 126	15	0.35	N/A	N/A
9	US 101/Rhododendron Drive	6	0.20	N/A	N/A
10	US 101/2nd Street	4	0.16	0.34	Under
11	OR 126/Quince Street	11	0.55	0.36	**Over**
12	OR 126/Spruce Street	2	0.10	0.36	Under
13	OR 126/North Fork Siuslaw Road	1	0.07	N/A	N/A
14	Rhododendron Drive/35th Street	0	0.00	N/A	N/A
15	Rhododendron Drive/9th Street	1	0.12	N/A	N/A
16	Rhododendron Drive/Heceta Beach Road	3	0.56	0.57	Under
17	Kingwood Street/35th Street	0	0.00	0.45	Under
18	Kingwood Street/27th Street	2	0.39	0.58	Under
19	Kingwood Street/15th Street	3	0.48	N/A	N/A
20	Kingwood Street/9th Street	5	0.50	0.45	**Over**

As shown in Table 8, the intersection crash rates at two study intersections currently exceed their corresponding critical crash rates. *Attachment E contains the critical crash rate analysis worksheet.*

Excess Proportion of Specific Crash Types

The Excess Proportion of Specific Crash Types analysis method quantifies the extent to which a specific crash type is overrepresented at an intersection when compared to the average representation within a reference population (five or more intersections with the same configuration). The analysis method does not consider the overall frequency or rate of crashes, instead it considers only the types of crashes observed. It is useful for identifying locations that may benefit from targeted countermeasures. This method is best used in conjunction with the Critical Crash Rate analysis described above, as the two methods have complementary strengths and weaknesses.

Table 9 summarizes the intersections with a high probability (over 90 percent) that the long-term expected proportion of specific crash types will be greater than the long-term expected proportion of the specific crash types when compared to other intersections in the reference population. The table shows the study intersection, intersection type/reference population, the collision type in excess, the probability of future occurrences, and the proportion of benefit or the likelihood that the intersection will benefit from a countermeasure targeted at the specific crash type. *Attachment E contains the excess proportion of specific crash types analysis worksheet.*

Table 9: Excess Proportions of Specific Crash Types

Map ID	Intersection	Intersection Type/Reference Population	Collision Type in Excess	Probability of Future Occurrence	Proportion of Benefit
1	US 101/Heceta Beach Road	4ST	Turn	100%	0.51
2	US 101/Munsel Lake Road	4ST	Turn	94%	0.31
3	US 101/46th Street	4ST	Turn	98%	0.51
8	US 101/OR 126	4SG	Rear	100%	0.14
9	US 101/Rhododendron Drive	4SG	Rear	100%	0.27
11	OR 126/Quince Street	4ST	Angle	91%	0.19
16	Rhododendron Drive/Heceta Beach Road	4ST	Angle	100%	0.73
20	Kingwood Street/9th Street	4ST	Angle	100%	0.73

Note: 4ST = Four-way stop control intersection, 4SG = Four-way signalized intersection

SAFETY PRIORITY INDEX SYSTEM

The Safety Priority Index System (SPIS) was developed by ODOT to identify sites along state and local roads where potential safety issues warrant further investigation. The SPIS compares the total number of crashes reported on city streets, county roads, and state highways and generates a list of sites (intersections and roadway segments) with calculated SPIS scores. The scores are based on crash frequency, crash rate, and crash severity. SPIS sites with scores in the top five percent are investigated by ODOT staff and reported to the Federal Highway Administration (FHWA). Per the most recent SPIS list (2020), there are no sites within Florence in the top five or ten percent of SPIS sites; however, there is one site in the top 15 percent. The site is located along US 101 between 20th and 21st Street. Given that it is in the top 15 percent, no additional data is available for the site.

Community Identified Needs

Additional needs identified by members of the project advisory committee and participants in the open house are summarized below. The project team will continue to assess these needs through subsequent phases of the TSP update.

- US 101/Heceta Beach Road
- US 101/Fred Meyer Driveway – dangerous crossing for pedestrians
- US 101/Grocery Outlet
- US 101/OR 126 – dangerous crossing for bicyclists
- OR 126/Spruce Street – a recent fatal crash occurred at this intersection
- Rhododendron Drive/Heceta Beach Road
- Rhododendron Drive/Jetty Road
- Rhododendron Drive/35th Street
- Kingwood/35th Street
- Oak Street/21st Street
- Spruce Street/16th Street – dangerous crossing for bicyclists

Access Spacing Analysis

ODOT and the City of Florence have adopted access spacing standards for study area roadways. This analysis identifies ODOT's access spacing standards, as defined in Oregon Administrative Rule (OAR) 734 Division 51, and the City's access spacing standards as defined in Title 10, Chapter 36 of the Florence City Code (FCC 10-36-2-13). This analysis also identifies the average access spacing along ODOT and City streets and highlights segments that do not meet their applicable standards.

ODOT ACCESS SPACING STANDARDS

Access spacing standards for approaches to state highways are based on the classification of the highway and differ depending on posted speed and AADT. Within Florence, US 101 and OR 126 are classified as statewide highways with speeds that range from 30 to 55 mph, and all AADTs are above 5,000 vehicles. Table 10 summarizes ODOT's current access spacing standards for US 101 and OR 126.

Table 10: ODOT Access Spacing Standards

	Access Management Spacing Standards for Statewide Highways with Annual Average Daily Traffic >5,000	
Posted Speed	Rural Areas	Urban Areas
55 or higher	1,320	1,320
50	1,100	1,100
40 & 45	990	800
30 & 35	770	500
25 & lower	550	350

US 101 and OR 126 were divided into segments for the access spacing analysis. The segments generally reflect the functional classification of intersecting roadways and posted speeds. Table 11 summarizes the posted speeds, segment lengths, the total number of intersections located along the segments, and the average intersection spacing. As shown, average intersection spacing generally exceeds ODOT's access spacing standards. It should be noted that there may be intersections that meet the standards within each segment while the overall segment exceeds the standards.

Table 11: ODOT Access Spacing Analysis

Roadway Segment	Posted Speed (mph)	Segment Length (ft)	Intersections	Average Intersection Spacing (ft)
US 101				
UGB to Heceta Beach Road	55	1,253	1	626
UGB to Munsel Lake Road	55	2,791	1	1,395
Munsel Lake Road to 42nd Street	40	2,551	3	638
42nd Street to 35th Street	40	2,272	4	454
35th Street to 30th Street	40	1,552	3	517
30th Street to 27th Street	35	932	2	466
27th Street to 15th Street	30/35	3,717	9	372
15th Street to OR 126	30	2,027	3	507
OR 126 to Rhododendron Drive	30	1,511	3	378
Rhododendron Drive to Old Town Way	30	1,590	6	227
Old Town Way to UGB	30/40	1,062	1	531
OR 126				
US 101 to City Limits	35	2,158	4	540

City Limits to Xylo Street	45	838	0	838
Xylo Street to UGB	55	985	0	985
UGB to North Fork Road	55	339	0	339

CITY ACCESS SPACING STANDARDS

The City's access spacing standards are determined by functional classification and posted speed and apply to driveways and intersections. Table 12 summarizes the City's access spacing standards.

Table 12: City Access Spacing Standards

Functional Classification	Minimum Spacing Between Intersections (ft)
Local Street	125
Collector Street	250
Arterial Street	250

Table 13 summarizes access spacing information for arterials and select collectors in Florence, including posted speeds, segment lengths, the total number of intersections located along the segments, and the average intersection spacing. As shown, average intersection spacing generally meets the City's access spacing standards. It should be noted that there may be intersections that exceed the standards within each segment while the overall segment meet the standards.

Table 13: City Access Spacing Analysis

Roadway Segment	Posted Speed (mph)	Segment Length (ft)	Intersections	Average Intersection Spacing (ft)
Rhododendron Drive				
Heceta Beach Road to 35th Street	40	13,474	29	449
35th Street to 9th Street	40	8,441	5	1,407
9th Street to Kingwood Street	40	4,305	8	478
Kingwood Street to US 101	40	757	2	252
4th Avenue				
Joshua Lane to Heceta Beach Road	25	2,984	4	597
Heceta Beach Road				
Rhododendron Drive to US 101	40	9,931	8	1,103
Munsel Lake Road				
US 101 to N Fork Siuslaw Road	35	10,899	9	1,090
Kingwood Street				
35th Street to 27th Street	40	2947	1	1473
27th Street to 15th Street	40	4187	3	1047
15th Street to 9th Street	40	1465	1	733
9th Street t Rhododendron Drive	40	1336	4	267
35th Street				
Rhododendron Drive to Kingwood Street	25	2902	5	484
Kingwood Street to Oak Street	25	1318	4	264
Oak Street to US 101	25	665	1	333
9th Street				
Rhododendron Drive to Kingwood Street	25	3237	7	405
Kingwood Street to US 101	25	1468	3	367

STATE HIGHWAY APPROACH PERMITS

The state highway approach permit information was obtained from ODOT. Table 14 shows the number of approach permits recorded along US 101 and OR 126 in Florence.

Table 14: State Highway Approach Permits

Roadway Segment	Number of Public Approach Permits	Number of Private Approach Permits
US 101		
UGB to 35th Street		
35th Street to OR 126		
OR 126 to UGB		
OR 126		
US 101 to UGB		

Note: Highway approach information was not available for US 101 or OR 126 at the time this memo was finalized.

Parking Analysis

The City in coordination with ODOT completed a parking study in Florence in June 2021. The study includes an inventory and assessment of parking conditions in the greater historic downtown area, including the commercial, mixed-use, and special event areas located immediately north of the downtown straddling both sides of US 101. The study provides an inventory of the current parking supply and an assessment of the current parking demand on a typical weekday and weekend day during the peak summer months. The information provided in the study will be used to facilitate future decision-making regarding potential parking policies and strategies, particularly as growth and demand for parking in and around the greater historic downtown area increases. The following summarizes key findings from the study. *The full study is included in Attachment F.*

KEY FINDINGS

On-Street Parking Supply

- There are 933 on-street parking stalls within the study area.
- Most stalls (805) have no time restrictions, which allow unlimited parking.
- The remaining stalls consist of 10-minute (5), 30-minute (3), and 3-hour (120) stalls.
- All stalls are provided free of charge.
- Of the 145 block faces within the study area, 108 allow parking and 37 do not.

On-Street Parking Demand

- Overall on-street parking demand is relatively low throughout study period (7:00 AM to 7:00 PM) on the weekday and weekend day.
- Overall peak occupancy rates are 30.4% at 1:00 PM on the weekday and 33.8% at 1:00 PM on the weekend day.
    - Occupancy rates in the 3-hour stalls are significantly higher than the overall rates: 90.6% at 2:00 PM on the weekday and 95.3% at 1:00 PM on the weekend day.
- Of the 108 block faces that allow parking, 13 were constrained (>85%) during the peak hour on the weekday and 21 were constrained on the weekend.

- Most of the constrained block faces are located along Bay and First Streets between Nopal and US 101.

Off-Street Parking Supply

- There are a variety of land uses within the historic downtown area that provide off-street parking.
- These uses provide a total of 2,529 off-street parking stalls across 116 lots.
  - 56 of the 116 lots were selected to represent the off-street supply in the survey

Off-Street Parking Demand

- Overall off-street parking demand is relatively low throughout study period (7:00 AM to 7:00 PM) on the weekday and weekend day.
- Overall peak occupancy rates are 33.9% at 2:00 PM on the weekday and 34.9% at 1:00 PM on the weekend day.
  - Occupancy rates in the off-street stalls that support restaurant uses are significantly higher than the overall rates: 97.3% at 12:00 PM on the weekday and 97.1% at 6:00 PM on the weekend day.
- Six of the 56 lots that were surveyed are constrained (>85%) on the weekday and eight are constrained on the weekend day.
  - These constrained lots are relatively small and have little impact to off-street system.
- Unlike the on-street system, most of the off-street stalls have higher occupancy rates on the weekday rather than the weekend day.

Conclusions

- Florence provides a good balance for residents and tourists, mixing tourism destinations with everyday needs.
- Though the entire parking system is far from constrained, the on- and off-street systems near Bay Street are highly utilized.
- However, on-street and off-street parking is generally available nearby (within a couple blocks).
- Some basic parking management strategies can help redirect demand into areas with surplus parking, while freeing up more convenient, centrally locates stalls for higher turnover users.

Environmental Analysis

Title VI and Environmental Justice (EJ) population information is provided in *Tech Memo 3A: Transportation Inventory*. The information will be used to identifying transportation system improvements that will provide the most benefits to identified populations. Six population groups are considered for transportation impact susceptibility, representing those who may rely more heavily on public infrastructure or transit for access to day-to-day needs and jobs. They include minority groups, low-income populations, populations under 17 or over 64 years of age, low-English proficiency households, and people with disabilities. See *Tech Memo 3A: Transportation Inventory* for additional information.

Attachments

A. Traffic Counts Worksheets
B. Existing Traffic Conditions Worksheets
C. Queuing Analysis Worksheets
D. Detailed Pedestrian Level of Traffic Stress Results
E. ODOT Crash Data
F. Crash Analysis Worksheets
G. Parking Study

ATTACHMENT A:
TRAFFIC COUNTS WORKSHEETS

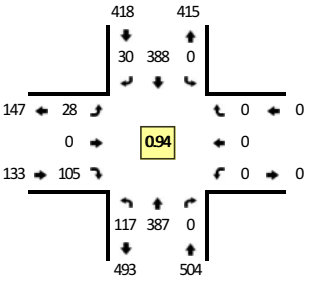
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

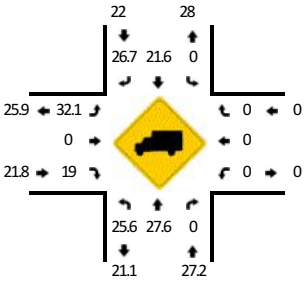
LOCATION: US 101 -- Heceta Beach Rd
CITY/STATE: Florence, OR

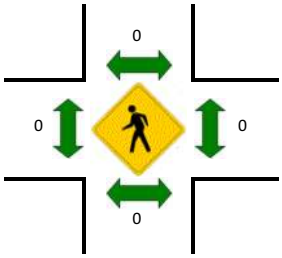
QC JOB #: 15890301
DATE: Thu, Jun 3 2021

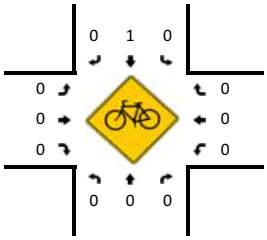
Peak-Hour: 1:45 PM -- 2:45 PM
Peak 15-Min: 2:00 PM -- 2:15 PM

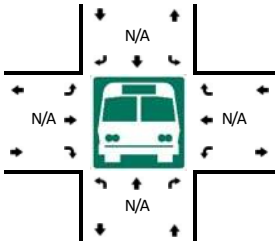


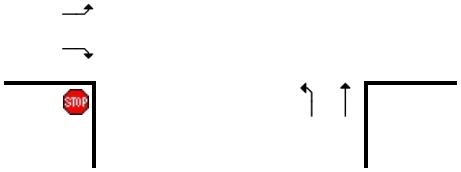
Quality Counts
DATA THAT DRIVES COMMUNITIES

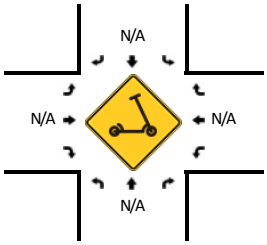












15-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				Heceta Beach Rd (Eastbound)				Heceta Beach Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	4	0	0	0	14	0	0	0	0	2	0	0	0	0	0	20	
6:15 AM	5	9	0	0	0	17	0	0	1	0	4	0	0	0	0	0	36	
6:30 AM	3	11	0	0	0	20	1	0	1	0	9	0	0	0	0	0	45	
6:45 AM	4	20	0	0	0	33	2	0	1	0	10	0	0	0	0	0	70	171
7:00 AM	8	17	0	0	0	30	1	0	2	0	14	0	0	0	0	0	72	223
7:15 AM	13	27	0	0	0	45	5	0	1	0	17	0	0	0	0	0	108	295
7:30 AM	11	34	0	0	0	55	0	0	0	0	14	0	0	0	0	0	114	364
7:45 AM	11	43	0	0	0	80	2	0	3	0	19	0	0	0	0	0	158	452
8:00 AM	10	40	0	0	0	64	1	0	1	0	19	0	0	0	0	0	135	515
8:15 AM	14	43	0	0	0	58	1	0	1	0	16	0	0	0	0	0	133	540
8:30 AM	11	59	0	0	0	69	2	0	2	0	17	0	0	0	0	0	160	586
8:45 AM	17	36	0	0	0	56	5	0	6	0	24	0	0	0	0	0	144	572
9:00 AM	17	50	0	0	0	58	2	0	6	0	16	0	0	0	0	0	149	586
9:15 AM	12	57	0	0	0	70	1	0	11	0	19	0	0	0	0	0	170	623
9:30 AM	13	57	0	0	0	81	5	0	7	0	28	0	0	0	0	0	191	654
9:45 AM	24	73	0	0	0	74	3	0	5	0	26	0	0	0	0	0	205	715
10:00 AM	14	54	0	0	0	58	3	0	2	0	19	0	0	0	0	0	150	716
10:15 AM	23	73	0	0	0	81	3	0	7	0	29	0	0	0	0	0	216	762
10:30 AM	20	68	0	0	0	51	2	0	1	0	30	0	0	0	0	0	172	743
10:45 AM	19	75	0	0	0	93	9	0	11	0	30	0	0	0	0	0	237	775
11:00 AM	26	89	0	0	0	88	6	0	11	0	27	0	0	0	0	0	247	872
11:15 AM	19	92	0	0	0	93	4	0	3	0	42	0	0	0	0	0	253	909
11:30 AM	21	90	0	0	0	94	6	0	8	0	26	0	0	0	0	0	245	982
11:45 AM	24	81	0	0	0	110	4	0	7	0	24	0	0	0	0	0	250	995
12:00 PM	24	90	0	0	0	72	4	0	12	0	37	0	0	0	0	0	239	987
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12:30 PM	25	97	0	0	0	97	11	0	2	0	29	0	0	0	0	0	261	996
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1:00 PM	40	84	0	0	0	89	7	0	3	0	23	0	0	0	0	0	246	1027
1:15 PM	29	81	0	0	0	82	3	0	9	0	25	0	0	0	0	0	229	1010
1:30 PM	29	98	0	0	0	82	8	0	9	0	32	0	0	0	0	0	258	1007
1:45 PM	21	96	0	0	0	91	1	0	10	0	33	0	0	0	0	0	252	985
2:00 PM	30	103	0	0	0	104	11	0	6	0	27	0	0	0	0	0	281	1020
2:15 PM	25	103	0	0	0	92	8	0	11	0	24	0	0	0	0	0	263	1054
2:30 PM	41	85	0	0	0	101	10	0	1	0	21	0	0	0	0	0	259	1055
2:45 PM	29	93	0	0	0	79	4	0	10	0	23	0	0	0	0	0	238	1041
3:00 PM	23	102	0	0	0	76	5	0	11	0	29	0	0	0	0	0	246	1006
3:15 PM	22	92	0	0	0	79	7	0	2	0	21	0	0	0	0	0	223	966

15-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				Heceta Beach Rd (Eastbound)				Heceta Beach Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	32	98	0	0	0	78	8	0	4	0	19	0	0	0	0	0	239	946
3:45 PM	32	90	0	0	0	92	10	0	5	0	23	0	0	0	0	0	252	960
4:00 PM	36	87	0	0	0	81	8	0	6	0	33	0	0	0	0	0	251	965
4:15 PM	40	93	0	0	0	64	6	0	4	0	27	0	0	0	0	0	234	976
4:30 PM	31	102	0	0	0	77	10	0	7	0	29	0	0	0	0	0	256	993
4:45 PM	31	91	0	0	0	61	7	0	6	0	16	0	0	0	0	0	212	953
5:00 PM	38	98	0	0	0	69	5	0	10	0	18	0	0	0	0	0	238	940
5:15 PM	26	75	0	0	0	55	3	0	6	0	20	0	0	0	0	0	185	891
5:30 PM	24	74	0	0	0	71	4	0	3	0	19	0	0	0	0	0	195	830
5:45 PM	20	65	0	0	0	52	6	0	1	0	17	0	0	0	0	0	161	779
6:00 PM	16	80	0	0	0	51	2	0	5	0	16	0	0	0	0	0	170	711
6:15 PM	17	53	0	0	0	41	9	0	4	0	19	0	0	0	0	0	143	669
6:30 PM	29	69	0	0	0	50	4	0	3	0	19	0	0	0	0	0	174	648
6:45 PM	20	40	0	0	0	52	5	0	4	0	19	0	0	0	0	0	140	627
7:00 PM	18	34	0	0	0	34	2	0	3	0	9	0	0	0	0	0	100	557
7:15 PM	9	39	0	0	0	30	4	0	3	0	14	0	0	0	0	0	99	513
7:30 PM	23	43	0	0	0	31	1	0	4	0	16	0	0	0	0	0	118	457
7:45 PM	12	34	0	0	0	38	4	0	3	0	12	0	0	0	0	0	103	420
8:00 PM	18	21	0	0	0	37	1	0	2	0	6	0	0	0	0	0	85	405
8:15 PM	12	24	0	0	0	44	0	0	3	0	11	0	0	0	0	0	94	400
8:30 PM	13	13	0	0	0	19	2	0	1	0	6	0	0	0	0	0	54	336
8:45 PM	10	39	0	0	0	22	5	0	2	0	17	0	0	0	0	0	95	328
9:00 PM	8	21	0	0	0	24	0	0	0	0	9	0	0	0	0	0	62	305
9:15 PM	11	10	0	0	0	18	1	0	2	0	9	0	0	0	0	0	51	262
9:30 PM	7	15	0	0	0	13	0	0	1	0	4	0	0	0	0	0	40	248
9:45 PM	6	23	0	0	0	10	3	0	2	0	4	0	0	0	0	0	48	201

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	120	412	0	0	0	416	44	0	24	0	108	0	0	0	0	0	1124
Heavy Trucks	40	116	0		0	80	16		8	0	12		0	0	0		272
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 7/24/2022 12:23 AM

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

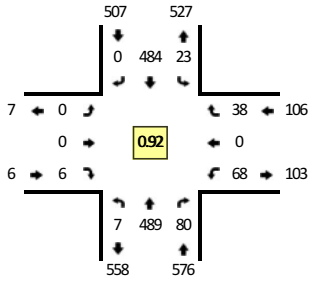
Type of peak hour being reported: Intersection Peak

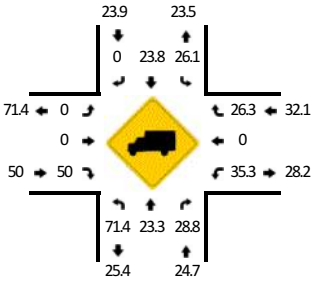
Method for determining peak hour: Total Entering Volume

LOCATION: US 101 -- Munsel Lake Rd
CITY/STATE: Florence, OR

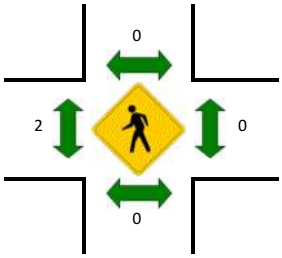
QC JOB #: 15890302
DATE: Thu, Jun 3 2021

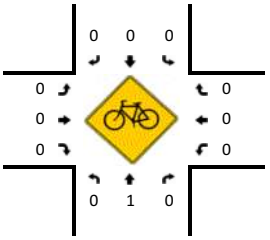
Peak-Hour: 12:15 PM -- 1:15 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

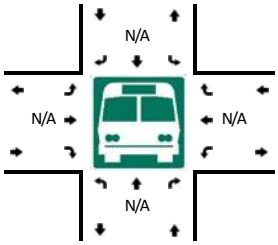


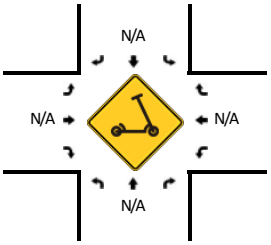


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				Munsel Lake Rd (Eastbound)				Munsel Lake Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	4	1	0	2	16	0	0	0	0	0	0	2	0	0	0	25	
6:15 AM	0	13	1	0	2	20	0	0	0	0	0	0	4	0	1	0	41	
6:30 AM	0	17	2	0	4	31	0	0	0	0	0	0	7	0	0	0	61	
6:45 AM	0	22	6	0	3	43	0	0	0	0	0	0	4	0	2	0	80	207
7:00 AM	0	23	9	0	6	45	0	0	0	0	0	0	10	0	2	0	95	277
7:15 AM	0	31	4	0	6	56	0	0	0	0	0	0	12	0	8	0	117	353
7:30 AM	0	45	7	0	9	67	1	0	0	0	1	0	23	0	8	0	161	453
7:45 AM	0	50	7	0	6	84	0	0	0	0	0	0	13	0	7	0	167	540
8:00 AM	0	57	11	0	5	78	0	0	0	0	0	0	14	0	4	0	169	614
8:15 AM	0	53	12	0	8	81	1	0	0	0	0	0	10	0	3	0	168	665
8:30 AM	0	67	7	0	12	80	0	0	0	0	1	0	9	0	3	0	179	683
8:45 AM	1	49	13	0	8	69	1	0	1	0	0	0	11	0	7	0	160	676
9:00 AM	0	61	6	0	5	74	0	0	1	0	0	0	10	0	9	0	166	673
9:15 AM	0	66	21	0	10	88	0	0	0	0	0	0	10	0	8	0	203	708
9:30 AM	0	76	15	0	7	106	0	0	0	0	0	0	13	0	3	0	220	749
9:45 AM	0	73	21	0	14	89	0	0	0	0	0	0	14	0	8	0	219	808
10:00 AM	1	76	18	0	9	79	1	0	0	0	1	0	11	1	5	0	202	844
10:15 AM	1	83	18	0	6	109	1	0	1	0	0	0	7	0	9	0	235	876
10:30 AM	0	93	10	0	5	81	0	0	0	0	1	0	9	0	9	0	208	864
10:45 AM	0	109	14	0	9	119	0	0	0	0	0	0	10	0	5	0	266	911
11:00 AM	1	103	12	0	9	111	0	0	0	0	1	0	13	0	8	0	258	967
11:15 AM	1	114	19	0	10	130	1	0	0	0	0	0	20	0	6	0	301	1033
11:30 AM	1	101	8	0	8	112	1	0	1	0	1	0	19	0	4	0	256	1081
11:45 AM	1	110	15	0	13	129	0	0	0	2	0	0	10	0	7	0	287	1102
12:00 PM	0	113	16	0	13	114	0	0	0	0	1	0	14	0	9	0	280	1124
12:15 PM	1	125	22	0	5	114	0	0	0	0	0	0	14	0	6	0	287	1110
12:30 PM	2	117	18	0	6	131	0	0	0	0	1	0	19	0	9	0	303	1157
12:45 PM	3	124	20	0	6	132	0	0	0	0	4	0	20	0	14	0	323	1193
1:00 PM	1	123	20	0	6	107	0	0	0	0	1	0	15	0	9	0	282	1195
1:15 PM	1	124	21	0	12	100	1	0	0	0	3	0	15	0	7	0	284	1192
1:30 PM	1	121	26	0	8	119	2	0	0	0	3	0	17	0	9	0	306	1195
1:45 PM	1	103	17	0	15	111	1	0	0	0	1	0	12	0	17	0	278	1150
2:00 PM	0	122	19	0	10	127	0	0	0	0	1	0	17	1	11	0	308	1176
2:15 PM	0	130	17	0	7	116	0	0	0	0	1	0	17	0	7	0	295	1187
2:30 PM	1	129	11	0	6	124	4	0	0	0	2	0	17	0	11	0	305	1186
2:45 PM	3	126	20	0	6	106	1	0	0	0	4	0	11	0	5	0	282	1190
3:00 PM	1	126	15	0	9	103	0	0	1	0	2	0	17	0	6	0	280	1162
3:15 PM	0	109	9	0	4	102	0	0	0	0	0	0	15	0	6	0	245	1112

15-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				Munsel Lake Rd (Eastbound)				Munsel Lake Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	133	15	0	9	91	0	0	0	0	1	0	17	1	8	0	275	1082
3:45 PM	2	119	20	0	10	114	0	0	0	0	2	0	12	0	7	0	286	1086
4:00 PM	3	126	21	0	7	112	0	0	0	0	3	0	8	0	8	0	288	1094
4:15 PM	0	131	18	0	6	90	0	0	0	0	3	0	14	0	6	0	268	1117
4:30 PM	1	129	12	0	11	107	0	0	0	0	0	0	10	0	11	0	281	1123
4:45 PM	0	116	16	0	6	74	1	0	0	0	0	0	13	0	10	0	236	1073
5:00 PM	0	129	18	0	7	86	0	0	1	0	1	0	9	0	11	0	262	1047
5:15 PM	0	93	18	0	4	77	0	0	0	0	0	0	7	0	7	0	206	985
5:30 PM	0	105	18	0	5	88	0	0	0	0	1	0	4	0	7	0	228	932
5:45 PM	2	78	10	0	5	65	0	0	0	0	1	0	7	0	8	0	176	872
6:00 PM	1	83	9	0	2	72	0	0	1	0	1	0	4	0	5	0	178	788
6:15 PM	0	74	8	0	3	64	0	0	0	0	0	0	9	0	8	0	166	748
6:30 PM	1	89	8	0	5	70	0	0	0	0	1	0	8	0	5	0	187	707
6:45 PM	0	67	10	0	6	70	0	0	0	0	0	0	7	0	5	0	165	696
7:00 PM	0	45	8	0	4	38	1	0	0	0	0	0	5	0	4	0	105	623
7:15 PM	0	52	6	0	4	54	0	0	0	0	0	0	2	0	4	0	122	579
7:30 PM	0	59	4	0	2	47	0	0	0	0	1	0	2	1	11	0	127	519
7:45 PM	0	51	6	0	4	44	0	0	0	0	0	0	3	0	4	0	112	466
8:00 PM	0	28	9	0	6	44	0	0	0	0	1	0	7	0	7	0	102	463
8:15 PM	0	37	3	0	7	50	0	0	0	0	0	0	2	0	2	0	101	442
8:30 PM	0	24	5	0	2	25	0	0	0	0	0	0	2	0	4	0	62	377
8:45 PM	0	46	5	0	3	38	0	0	0	0	0	0	4	0	4	0	100	365
9:00 PM	0	22	1	0	2	32	0	0	0	0	1	0	2	0	3	0	63	326
9:15 PM	0	25	3	0	2	26	0	0	0	0	0	0	1	0	3	0	60	285
9:30 PM	1	22	5	0	1	16	0	0	1	0	0	0	1	0	1	0	48	271
9:45 PM	0	22	4	0	4	12	0	0	0	0	0	0	0	0	3	0	45	216

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	12	496	80	0	24	528	0	0	0	0	16	0	80	0	56	0	1292
Heavy Trucks	12	136	24		12	104	0		0	0	8		36	0	12		344
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 7/24/2022 12:23 AM

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

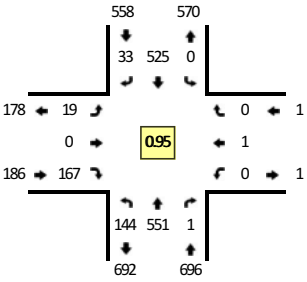
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

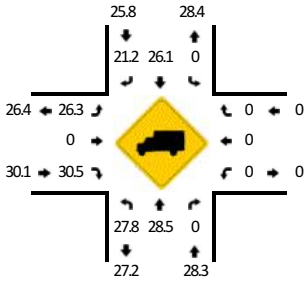
LOCATION: US 101 -- 46th St
CITY/STATE: Florence, OR

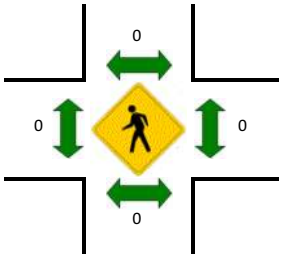
QC JOB #: 15890303
DATE: Thu, Jun 3 2021

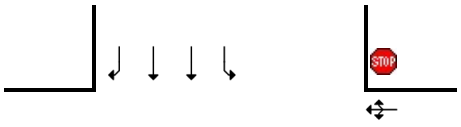
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

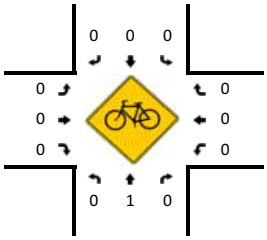


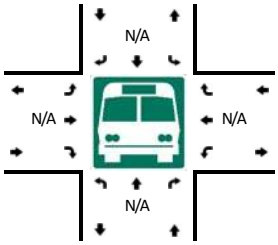
Quality Counts
DATA THAT DRIVES COMMUNITIES

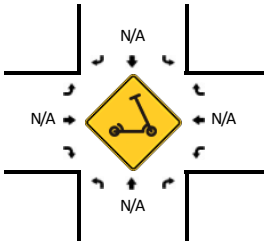












15-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				46th St (Eastbound)				46th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	1	11	0	0	0	15	1	0	0	0	2	0	0	0	0	0	30	
6:15 AM	5	18	0	0	0	19	1	0	0	0	0	0	0	0	0	0	43	
6:30 AM	2	20	0	0	0	32	1	0	0	0	4	0	0	0	0	0	59	
6:45 AM	4	27	0	0	0	42	3	0	0	0	5	0	0	0	0	0	81	213
7:00 AM	8	34	0	0	0	42	0	0	0	0	7	0	0	0	0	0	91	274
7:15 AM	5	35	0	0	0	48	6	0	1	0	11	0	0	0	0	0	106	337
7:30 AM	10	45	0	0	1	75	3	0	1	0	9	0	1	0	0	0	145	423
7:45 AM	7	56	1	0	0	89	5	0	2	0	11	0	0	0	0	0	171	513
8:00 AM	13	63	0	0	0	84	4	0	4	0	15	0	0	0	0	0	183	605
8:15 AM	9	61	0	0	0	66	3	0	8	0	14	0	0	0	1	0	162	661
8:30 AM	11	64	1	0	0	85	3	0	2	0	18	0	0	0	0	0	184	700
8:45 AM	18	70	0	0	0	80	3	0	1	0	20	0	0	0	0	0	192	721
9:00 AM	19	65	0	0	0	68	2	0	2	0	18	0	0	0	0	0	174	712
9:15 AM	15	76	1	0	0	97	5	0	6	0	25	0	0	0	0	0	225	775
9:30 AM	22	85	0	0	1	112	3	0	3	0	31	0	0	0	0	0	257	848
9:45 AM	33	85	0	0	0	83	3	0	4	0	18	0	1	0	0	0	227	883
10:00 AM	28	82	0	0	0	95	2	0	4	0	23	0	0	0	0	0	234	943
10:15 AM	26	102	0	0	0	105	0	0	3	0	31	0	0	0	0	0	267	985
10:30 AM	40	103	1	0	0	92	2	0	1	0	28	0	1	0	0	0	268	996
10:45 AM	35	121	1	0	0	118	5	0	4	0	34	0	0	0	0	0	318	1087
11:00 AM	35	119	0	0	0	103	6	0	6	0	34	0	1	0	0	0	304	1157
11:15 AM	36	118	0	0	0	133	11	0	5	0	38	0	0	0	0	0	341	1231
11:30 AM	37	114	0	0	0	125	2	0	10	0	30	0	0	0	0	0	318	1281
11:45 AM	26	117	1	0	0	126	4	0	3	0	45	0	0	0	0	0	322	1285
12:00 PM	36	126	0	0	0	115	6	0	6	0	45	0	0	1	0	0	335	1316
12:15 PM	35	146	0	0	0	120	10	0	5	0	40	0	0	0	0	0	356	1331
12:30 PM	41	137	0	0	0	139	7	0	4	0	42	0	0	0	0	0	370	1383
12:45 PM	32	142	1	0	0	151	10	0	4	0	40	0	0	0	0	0	380	1441
1:00 PM	34	124	1	0	0	113	6	0	5	0	36	0	0	0	0	0	319	1425
1:15 PM	30	131	0	0	0	117	5	0	12	0	36	0	0	0	1	0	332	1401
1:30 PM	33	138	0	0	0	116	7	0	2	0	27	0	0	0	0	0	323	1354
1:45 PM	32	123	1	0	0	119	9	0	4	0	39	0	0	0	1	0	328	1302
2:00 PM	26	129	0	0	0	125	4	0	8	0	33	0	0	1	0	0	326	1309
2:15 PM	34	140	0	0	0	120	8	0	8	0	27	0	0	0	0	0	337	1314
2:30 PM	34	135	0	0	0	131	5	0	4	0	31	0	0	0	0	0	340	1331
2:45 PM	32	130	1	0	0	107	6	0	8	0	29	0	0	0	0	0	313	1316
3:00 PM	37	126	0	0	0	108	5	0	4	0	37	0	0	0	0	0	317	1307
3:15 PM	32	116	0	0	0	105	4	0	8	0	37	0	0	0	0	0	302	1272

15-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				46th St (Eastbound)				46th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	39	133	0	0	0	109	2	0	5	0	43	0	0	0	0	0	331	1263
3:45 PM	33	118	0	0	0	112	5	0	10	0	27	0	0	0	0	0	305	1255
4:00 PM	20	142	0	0	0	102	11	0	4	0	27	0	0	0	0	0	306	1244
4:15 PM	24	130	0	0	0	93	7	0	4	0	36	0	0	0	0	0	294	1236
4:30 PM	28	128	0	0	0	104	7	0	6	0	29	0	0	0	0	0	302	1207
4:45 PM	23	123	0	0	0	83	2	0	6	1	31	0	0	0	1	0	270	1172
5:00 PM	20	123	0	0	0	85	3	0	2	0	28	0	0	0	0	0	261	1127
5:15 PM	16	114	0	0	0	67	4	0	4	0	23	0	0	0	0	0	228	1061
5:30 PM	30	98	0	0	0	85	4	0	5	0	37	0	0	0	0	0	259	1018
5:45 PM	26	93	0	0	0	64	4	0	3	0	31	0	1	0	0	0	222	970
6:00 PM	14	82	0	0	0	73	2	0	3	0	17	0	0	0	0	0	191	900
6:15 PM	18	75	0	0	1	57	1	0	1	0	23	0	0	0	0	0	176	848
6:30 PM	24	89	0	0	0	63	3	0	1	0	19	0	1	0	0	0	200	789
6:45 PM	14	67	0	0	0	62	2	0	2	0	22	0	0	0	0	0	169	736
7:00 PM	13	48	0	0	0	45	2	0	2	0	18	0	0	0	0	0	128	673
7:15 PM	11	44	0	0	0	42	7	0	5	0	12	0	0	0	0	0	121	618
7:30 PM	13	54	0	0	0	39	5	0	6	0	23	0	0	0	0	0	140	558
7:45 PM	9	49	0	0	0	42	5	0	0	0	18	0	0	0	0	0	123	512
8:00 PM	8	36	0	0	0	44	1	0	2	0	24	0	0	0	0	0	115	499
8:15 PM	13	37	0	0	0	40	3	0	3	0	12	0	0	0	0	0	108	486
8:30 PM	11	25	0	0	0	31	3	0	0	0	14	0	0	0	0	0	84	430
8:45 PM	9	42	0	0	0	35	0	0	1	0	11	0	0	0	0	0	98	405
9:00 PM	10	24	0	0	0	39	1	0	1	0	10	0	0	0	0	0	85	375
9:15 PM	5	26	0	0	0	26	1	0	0	0	8	0	0	0	0	0	66	333
9:30 PM	5	16	0	0	0	12	2	0	1	0	5	0	0	0	0	0	41	290
9:45 PM	1	26	0	0	0	15	0	0	2	0	6	0	0	0	0	0	50	242

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	128	568	4	0	0	604	40	0	16	0	160	0	0	0	0	0	1520
Heavy Trucks	36	140	0		0	192	12		8	0	40		0	0	0		428
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 7/24/2022 12:23 AM

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

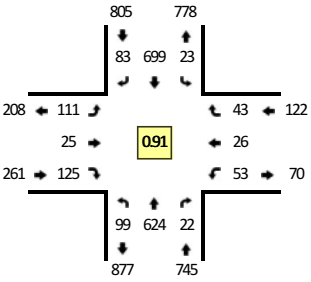
Type of peak hour being reported: Intersection Peak

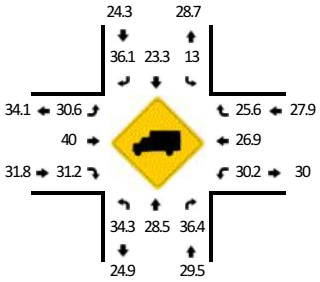
Method for determining peak hour: Total Entering Volume

LOCATION: US 101 -- 35th St
CITY/STATE: Florence, OR

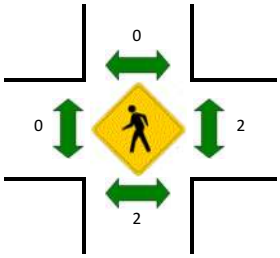
QC JOB #: 15890304
DATE: Thu, Jun 3 2021

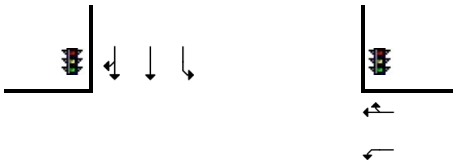
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

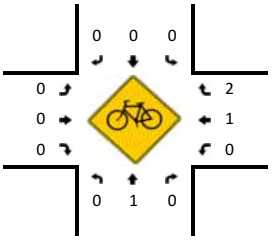


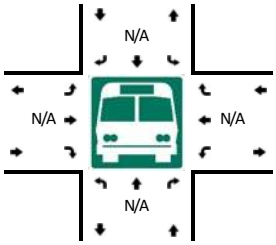


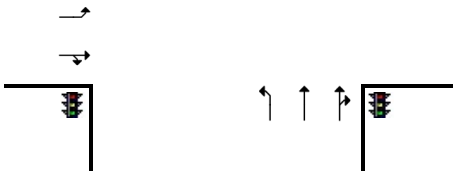
Quality Counts
DATA THAT DRIVES COMMUNITIES

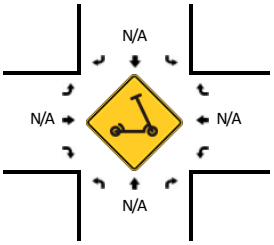












15-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				35th St (Eastbound)				35th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	1	13	0	0	0	17	2	0	0	0	5	0	1	0	0	0	39	
6:15 AM	4	21	0	0	0	17	1	0	0	0	6	0	0	1	1	0	51	
6:30 AM	4	26	0	0	0	35	3	0	3	0	6	0	1	2	2	0	82	
6:45 AM	6	32	0	0	0	48	4	0	5	0	14	0	4	2	0	0	115	287
7:00 AM	7	41	1	0	1	40	4	0	4	0	13	0	5	2	0	0	118	366
7:15 AM	6	42	2	0	2	50	8	0	6	0	11	0	0	3	0	0	130	445
7:30 AM	6	57	4	0	1	84	9	0	9	2	11	0	6	2	3	0	194	557
7:45 AM	14	85	1	0	3	85	14	0	8	4	24	0	6	9	6	0	259	701
8:00 AM	13	77	0	0	1	92	15	0	12	6	22	0	7	2	3	0	250	833
8:15 AM	17	63	3	0	1	80	9	0	8	4	17	0	5	6	3	0	216	919
8:30 AM	11	82	4	0	4	96	12	0	18	4	19	0	9	4	2	0	265	990
8:45 AM	8	83	7	0	3	94	6	0	11	5	34	0	5	7	8	0	271	1002
9:00 AM	13	91	5	0	4	82	7	0	11	3	17	0	10	3	2	0	248	1000
9:15 AM	14	110	7	0	4	122	14	0	14	3	19	0	5	5	2	0	319	1103
9:30 AM	16	118	6	0	3	140	14	0	19	2	17	0	11	7	4	0	357	1195
9:45 AM	18	98	3	0	2	119	12	0	25	4	23	0	7	7	7	0	325	1249
10:00 AM	10	129	3	0	2	131	7	0	14	2	17	0	4	2	6	0	327	1328
10:15 AM	11	114	6	0	9	132	17	0	18	5	25	0	6	3	5	0	351	1360
10:30 AM	9	139	9	0	4	121	12	0	10	1	33	0	4	8	5	0	355	1358
10:45 AM	9	143	3	0	4	139	10	0	24	8	36	0	16	7	13	0	412	1445
11:00 AM	21	145	10	0	10	140	9	0	29	4	27	0	10	8	7	0	420	1538
11:15 AM	14	155	6	0	6	162	13	0	18	7	27	0	9	6	5	0	428	1615
11:30 AM	22	133	6	0	7	161	15	0	25	11	21	0	9	6	8	0	424	1684
11:45 AM	19	160	9	0	4	157	17	0	22	9	40	0	15	3	8	0	463	1735
12:00 PM	28	152	8	0	5	156	22	0	29	9	33	0	8	4	11	0	465	1780
12:15 PM	21	161	4	0	4	162	16	0	30	4	26	0	10	6	10	0	454	1806
12:30 PM	24	135	3	0	4	178	21	0	35	6	41	0	10	12	13	0	482	1864
12:45 PM	26	176	7	0	10	203	24	0	17	6	25	0	25	4	9	0	532	1933
1:00 PM	26	163	4	0	4	157	6	0	18	6	27	0	19	3	15	0	448	1916
1:15 PM	20	153	5	0	5	161	17	0	20	7	25	0	8	11	4	0	436	1898
1:30 PM	20	175	8	0	4	145	18	0	23	7	23	0	15	0	5	0	443	1859
1:45 PM	26	133	7	0	12	189	6	0	19	6	26	0	5	4	12	0	445	1772
2:00 PM	14	150	8	0	3	166	13	0	20	6	25	0	5	9	15	0	434	1758
2:15 PM	19	163	11	0	7	148	15	0	12	5	25	0	10	3	14	0	432	1754
2:30 PM	19	154	4	0	9	159	10	0	16	7	26	0	10	11	11	0	436	1747
2:45 PM	27	154	7	0	5	146	10	0	21	8	17	0	12	7	11	0	425	1727
3:00 PM	18	151	13	0	9	145	7	0	30	10	20	0	7	15	12	0	437	1730
3:15 PM	17	142	7	0	2	156	16	0	18	7	15	0	8	11	10	0	409	1707

15-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				35th St (Eastbound)				35th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	24	143	4	0	11	131	15	0	32	6	25	0	7	5	14	0	417	1688
3:45 PM	16	134	4	0	6	132	9	0	26	7	20	0	8	8	9	0	379	1642
4:00 PM	18	159	13	0	4	143	12	0	18	9	32	0	9	6	4	0	427	1632
4:15 PM	17	144	6	0	7	135	9	0	18	6	28	0	3	4	7	0	384	1607
4:30 PM	12	145	11	0	10	135	12	0	16	9	26	0	8	5	5	0	394	1584
4:45 PM	21	141	5	0	4	125	10	0	13	7	15	0	10	7	8	0	366	1571
5:00 PM	31	132	7	0	9	118	2	0	22	9	18	0	9	5	5	0	367	1511
5:15 PM	19	120	7	0	3	108	8	0	17	7	17	0	6	5	5	0	322	1449
5:30 PM	22	117	2	0	1	122	8	0	11	3	13	0	5	4	6	0	314	1369
5:45 PM	21	106	3	0	6	103	11	0	12	8	9	0	4	1	9	0	293	1296
6:00 PM	21	93	5	0	2	97	9	0	13	4	8	0	2	7	2	0	263	1192
6:15 PM	13	82	4	0	2	70	12	0	9	5	20	0	3	11	6	0	237	1107
6:30 PM	16	109	5	0	3	83	9	0	9	6	9	0	0	1	6	0	256	1049
6:45 PM	12	77	2	0	2	82	8	0	8	2	9	0	2	2	2	0	208	964
7:00 PM	10	63	1	0	4	73	1	0	3	0	5	0	4	2	4	0	170	871
7:15 PM	5	67	2	0	2	58	4	0	5	3	9	0	1	0	2	0	158	792
7:30 PM	7	56	4	0	4	65	6	0	4	3	9	0	3	2	1	0	164	700
7:45 PM	8	48	1	0	3	58	5	0	2	2	11	0	0	4	4	0	146	638
8:00 PM	5	45	1	0	3	64	3	0	7	1	4	0	1	1	0	0	135	603
8:15 PM	8	51	1	0	2	46	3	0	3	2	11	0	1	5	0	0	133	578
8:30 PM	8	36	1	0	2	51	3	0	0	0	2	0	2	1	0	0	106	520
8:45 PM	8	53	0	0	2	41	1	0	3	3	6	0	3	0	1	0	121	495
9:00 PM	9	31	1	0	2	42	5	0	4	0	8	0	1	1	1	0	105	465
9:15 PM	8	27	2	0	0	34	3	0	2	3	5	0	2	2	1	0	89	421
9:30 PM	7	27	0	0	0	18	1	0	1	0	5	0	0	0	0	0	59	374
9:45 PM	4	29	0	0	0	22	0	0	1	1	1	0	0	0	0	0	58	311

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	704	28	0	40	812	96	0	68	24	100	0	100	16	36	0	2128
Heavy Trucks	40	172	12		8	192	32		24	12	24		24	4	12		556
Buses																	
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	8		8
Scooters																	

Comments:

Report generated on 7/24/2022 12:23 AM

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

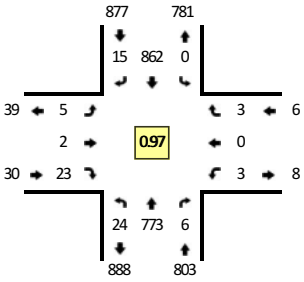
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

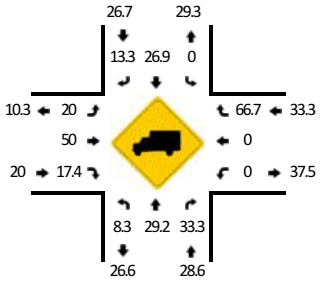
LOCATION: US 101 -- 30th St
CITY/STATE: Florence, OR

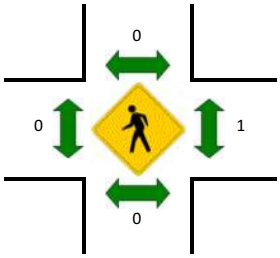
QC JOB #: 15890305
DATE: Thu, Jun 3 2021

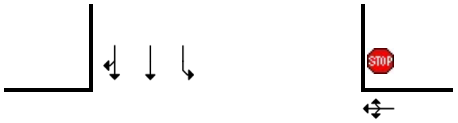
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

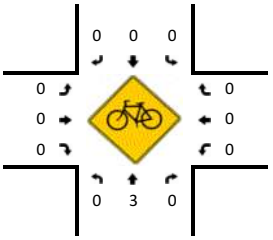


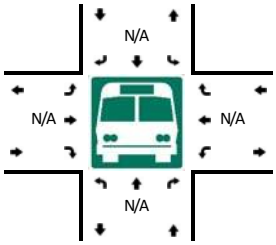
Quality Counts
DATA THAT DRIVES COMMUNITIES

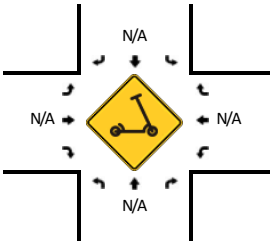












15-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				30th St (Eastbound)				30th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	21	0	0	0	24	0	0	0	0	0	0	0	0	0	0	45	
6:15 AM	0	27	0	0	0	27	0	0	0	0	0	0	0	0	0	0	54	
6:30 AM	0	34	0	0	0	42	0	0	0	0	2	0	1	0	1	0	80	
6:45 AM	1	41	0	0	0	65	0	0	0	0	1	0	0	0	1	0	109	288
7:00 AM	3	48	0	0	0	60	0	0	0	0	0	0	1	0	1	0	113	356
7:15 AM	3	53	0	0	0	63	2	0	0	0	3	0	0	0	0	0	124	426
7:30 AM	4	73	1	0	2	93	5	0	0	0	0	0	0	0	1	0	179	525
7:45 AM	3	107	0	0	0	111	4	0	0	0	3	0	3	0	0	0	231	647
8:00 AM	23	87	0	0	0	125	7	0	1	2	6	0	0	1	1	0	253	787
8:15 AM	3	89	0	0	0	104	3	0	1	0	7	0	1	0	0	0	208	871
8:30 AM	2	103	0	0	0	123	0	0	0	0	1	0	1	0	1	0	231	923
8:45 AM	5	103	3	0	1	126	0	0	0	0	2	0	0	0	0	0	240	932
9:00 AM	3	120	0	0	0	121	2	0	3	0	3	0	1	0	1	0	254	933
9:15 AM	1	133	2	0	0	142	2	0	0	2	1	0	0	1	0	0	284	1009
9:30 AM	3	130	1	0	0	167	1	0	1	0	3	0	1	0	5	0	312	1090
9:45 AM	3	130	1	0	0	162	0	0	0	3	3	0	4	0	1	0	307	1157
10:00 AM	3	144	0	0	0	145	0	0	0	0	3	0	0	0	2	0	297	1200
10:15 AM	3	137	1	0	0	177	4	0	1	0	4	0	1	0	0	0	328	1244
10:30 AM	4	163	2	0	0	164	0	0	0	0	4	0	0	0	3	0	340	1272
10:45 AM	2	173	0	0	1	201	0	0	0	0	4	0	2	0	1	0	384	1349
11:00 AM	4	173	3	0	0	183	3	0	0	0	5	0	1	0	1	0	373	1425
11:15 AM	9	176	0	0	1	200	3	0	2	0	9	0	1	0	3	0	404	1501
11:30 AM	10	179	2	0	0	182	3	0	1	0	30	0	0	0	0	0	407	1568
11:45 AM	5	177	0	0	0	223	0	0	0	2	8	0	0	0	0	0	415	1599
12:00 PM	12	205	1	0	0	206	3	0	1	0	4	0	1	0	0	0	433	1659
12:15 PM	1	184	3	0	0	200	2	0	3	0	6	0	1	0	0	0	400	1655
12:30 PM	5	178	1	0	0	240	7	0	1	2	7	0	0	0	0	0	441	1689
12:45 PM	6	206	1	0	0	216	3	0	0	0	6	0	1	0	3	0	442	1716
1:00 PM	5	190	0	0	0	212	0	0	1	0	2	0	0	0	1	0	411	1694
1:15 PM	6	176	0	0	0	201	2	0	0	0	8	0	1	0	1	0	395	1689
1:30 PM	6	208	1	0	0	180	3	0	2	0	7	0	0	0	1	0	408	1656
1:45 PM	3	177	0	0	1	198	2	0	0	0	7	0	0	0	3	0	391	1605
2:00 PM	4	173	1	0	1	204	2	0	3	0	6	0	1	0	1	0	396	1590
2:15 PM	6	200	1	0	0	182	2	0	0	0	9	0	0	0	1	0	401	1596
2:30 PM	1	178	1	0	0	196	3	0	0	0	3	0	3	0	1	0	386	1574
2:45 PM	2	193	1	0	0	180	1	0	0	2	8	0	0	1	2	0	390	1573
3:00 PM	5	189	4	0	0	176	7	0	0	0	6	0	0	0	0	0	387	1564
3:15 PM	5	172	0	0	1	174	2	0	1	0	10	0	1	1	2	0	369	1532

15-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				30th St (Eastbound)				30th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	5	168	3	0	0	171	4	0	1	0	4	0	0	0	1	0	357	1503
3:45 PM	1	172	0	0	1	164	1	0	0	0	10	0	1	0	1	0	351	1464
4:00 PM	1	193	0	0	0	192	1	0	0	0	8	0	0	0	1	0	396	1473
4:15 PM	7	170	3	0	0	167	0	0	0	0	4	0	0	0	2	0	353	1457
4:30 PM	10	166	1	0	0	174	0	0	1	0	6	0	0	0	2	0	360	1460
4:45 PM	7	169	0	0	0	152	0	0	2	2	3	0	2	0	2	0	339	1448
5:00 PM	6	175	2	0	1	153	1	0	0	0	6	0	0	0	2	0	346	1398
5:15 PM	3	147	2	0	0	131	2	0	1	0	5	0	1	0	1	0	293	1338
5:30 PM	4	138	2	0	0	138	0	0	2	0	5	0	0	0	0	0	289	1267
5:45 PM	4	136	2	0	0	119	2	0	2	0	1	0	2	0	1	0	269	1197
6:00 PM	2	117	0	0	1	117	0	0	0	0	2	0	0	0	2	0	241	1092
6:15 PM	1	99	0	0	0	99	0	0	0	0	3	0	1	0	0	0	203	1002
6:30 PM	3	135	0	0	0	91	1	0	0	0	0	0	0	0	1	0	231	944
6:45 PM	1	88	1	0	0	95	2	0	0	0	4	0	0	0	1	0	192	867
7:00 PM	2	76	1	0	0	81	2	0	0	0	1	0	0	0	1	0	164	790
7:15 PM	3	83	0	0	0	75	3	0	1	0	0	0	1	0	1	0	167	754
7:30 PM	3	70	0	0	0	71	0	0	1	0	4	0	0	0	0	0	149	672
7:45 PM	0	56	0	0	0	77	0	0	1	0	1	0	0	0	0	0	135	615
8:00 PM	1	60	1	0	0	73	0	0	0	0	0	0	0	0	0	0	135	586
8:15 PM	1	57	1	0	0	55	0	0	0	0	1	0	0	0	0	0	115	534
8:30 PM	0	46	1	0	0	53	0	0	0	0	1	0	0	0	1	0	102	487
8:45 PM	2	61	1	0	0	53	0	0	0	0	0	0	0	0	0	0	117	469
9:00 PM	2	47	1	0	0	51	0	0	0	0	0	0	0	0	0	0	101	435
9:15 PM	0	36	0	0	0	43	0	0	0	0	1	0	0	0	0	0	80	400
9:30 PM	2	34	1	0	0	26	0	0	1	0	0	0	0	0	0	0	64	362
9:45 PM	2	35	0	0	0	20	0	0	0	0	2	0	0	0	0	0	59	304

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	824	4	0	0	864	12	0	0	0	24	0	4	0	12	0	1768
Heavy Trucks	0	196	4		0	236	4		0	0	4		0	0	8		452
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	8	0		0	0	0		0	0	0		0	0	0		8
Scooters																	

Comments:

Report generated on 7/24/2022 12:23 AM

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

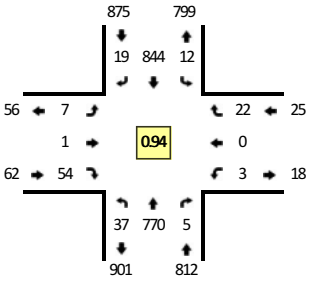
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

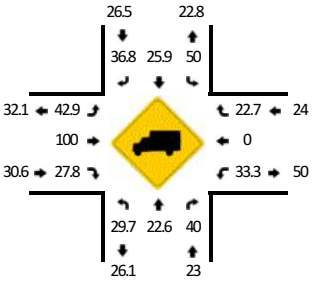
LOCATION: US 101 -- 27th St
CITY/STATE: Florence, OR

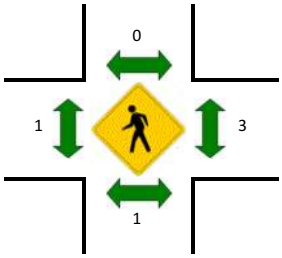
QC JOB #: 15890306
DATE: Thu, Jun 3 2021

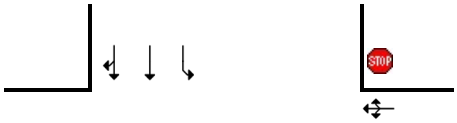
Peak-Hour: 12:30 PM -- 1:30 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

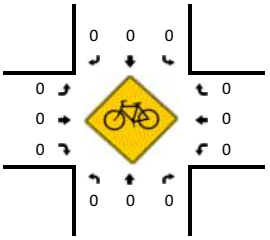


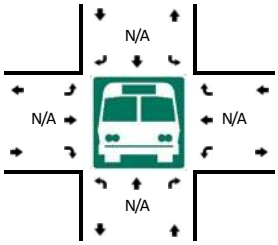
Quality Counts
DATA THAT DRIVES COMMUNITIES

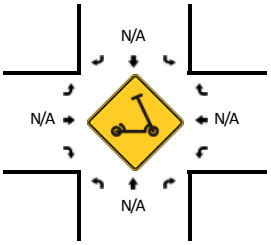












15-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				27th St (Eastbound)				27th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	1	23	0	0	0	24	1	0	0	0	1	0	0	0	0	0	50	
6:15 AM	1	26	0	0	0	22	1	0	0	0	2	0	0	0	0	0	52	
6:30 AM	1	29	0	0	0	39	1	0	0	0	0	0	0	0	0	0	70	
6:45 AM	5	41	0	0	0	58	5	0	0	0	1	0	0	0	0	0	110	282
7:00 AM	6	46	0	0	0	63	4	0	2	0	3	0	0	0	1	0	125	357
7:15 AM	8	52	0	0	0	56	2	0	2	0	1	0	0	0	0	0	121	426
7:30 AM	8	75	2	0	0	84	2	0	1	0	4	0	1	0	1	0	178	534
7:45 AM	9	108	0	0	0	115	2	0	0	0	10	0	0	0	1	0	245	669
8:00 AM	12	98	1	0	1	110	6	0	5	0	7	0	1	0	0	0	241	785
8:15 AM	6	94	0	0	0	113	6	0	4	0	7	0	0	0	0	0	230	894
8:30 AM	6	106	0	0	1	105	6	0	1	0	5	0	1	0	0	0	231	947
8:45 AM	5	104	0	0	2	126	7	0	4	0	8	0	0	0	0	0	256	958
9:00 AM	6	111	1	0	1	117	4	0	3	0	6	0	1	0	2	0	252	969
9:15 AM	4	132	0	0	3	138	7	0	1	0	6	0	0	0	3	0	294	1033
9:30 AM	11	130	0	0	0	142	11	0	3	0	15	0	0	0	2	0	314	1116
9:45 AM	12	132	0	0	4	143	7	0	1	0	4	0	0	0	3	0	306	1166
10:00 AM	3	151	0	0	0	163	3	0	2	0	7	0	0	0	0	0	329	1243
10:15 AM	7	138	1	0	0	158	5	0	2	0	5	0	1	0	5	0	322	1271
10:30 AM	5	150	1	0	2	152	4	0	3	0	5	0	2	0	7	0	331	1288
10:45 AM	8	153	1	0	4	187	1	0	3	1	11	0	1	1	6	0	377	1359
11:00 AM	14	186	2	0	5	176	4	0	2	0	14	0	1	0	8	0	412	1442
11:15 AM	9	177	0	0	0	198	5	0	2	0	8	0	2	0	5	0	406	1526
11:30 AM	9	179	0	0	1	205	11	0	4	1	24	0	1	0	9	0	444	1639
11:45 AM	7	183	2	0	5	220	6	0	4	1	11	0	1	0	8	0	448	1710
12:00 PM	7	196	1	0	4	195	5	0	3	0	14	0	3	0	9	0	437	1735
12:15 PM	9	175	0	0	2	204	5	0	2	0	10	0	1	0	7	0	415	1744
12:30 PM	10	191	2	0	0	207	5	0	3	0	14	0	0	0	6	0	438	1738
12:45 PM	7	211	0	0	4	221	7	0	1	0	13	0	2	0	8	0	474	1764
1:00 PM	11	177	1	0	5	221	4	0	1	1	18	0	1	0	4	0	444	1771
1:15 PM	9	191	2	0	3	195	3	0	2	0	9	0	0	0	4	0	418	1774
1:30 PM	10	212	0	0	5	184	1	0	1	0	7	0	3	0	8	0	431	1767
1:45 PM	12	188	1	0	1	176	8	0	3	0	10	0	2	0	7	0	408	1701
2:00 PM	4	176	0	0	3	204	3	0	1	1	13	0	0	0	5	0	410	1667
2:15 PM	3	193	2	0	1	185	6	0	3	1	9	0	1	0	6	0	410	1659
2:30 PM	17	173	2	0	2	181	7	0	3	0	12	0	1	0	9	0	407	1635
2:45 PM	6	207	1	0	7	189	4	0	2	0	13	0	4	0	3	0	436	1663
3:00 PM	3	187	0	0	2	180	4	0	4	0	19	0	1	0	4	0	404	1657
3:15 PM	3	181	0	0	3	188	5	0	3	0	15	0	1	0	6	0	405	1652

15-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				27th St (Eastbound)				27th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	5	175	0	0	3	164	5	0	7	0	12	0	2	0	7	0	380	1625
3:45 PM	5	155	1	0	1	169	4	0	1	0	11	0	0	1	8	0	356	1545
4:00 PM	5	183	1	0	4	180	4	0	4	0	12	0	0	0	6	0	399	1540
4:15 PM	6	172	0	0	5	158	4	0	5	0	7	0	0	0	4	0	361	1496
4:30 PM	13	185	1	0	2	180	8	0	2	0	10	0	1	0	4	0	406	1522
4:45 PM	4	172	0	0	2	162	4	0	3	0	9	0	0	0	6	0	362	1528
5:00 PM	6	188	1	0	5	153	2	0	2	0	10	0	1	0	5	0	373	1502
5:15 PM	5	139	1	0	0	133	1	0	3	0	9	0	1	0	4	0	296	1437
5:30 PM	8	149	1	0	5	129	4	0	6	0	3	0	0	0	4	0	309	1340
5:45 PM	5	135	0	0	0	139	6	0	3	0	7	0	0	0	2	0	297	1275
6:00 PM	6	127	0	0	2	119	3	0	1	0	9	0	0	0	5	0	272	1174
6:15 PM	3	97	1	0	1	106	1	0	3	0	4	0	0	0	5	0	221	1099
6:30 PM	4	124	0	0	1	85	4	0	1	0	8	0	0	0	2	0	229	1019
6:45 PM	1	107	0	0	3	90	5	0	3	0	4	0	0	1	3	0	217	939
7:00 PM	1	94	0	0	0	85	4	0	4	0	6	0	0	0	0	0	194	861
7:15 PM	3	73	1	0	0	76	0	0	0	0	5	0	0	0	2	0	160	800
7:30 PM	1	82	0	0	0	78	1	0	2	0	2	0	1	0	0	0	167	738
7:45 PM	3	58	0	0	0	77	1	0	1	0	2	0	1	0	0	0	143	664
8:00 PM	4	59	0	0	0	75	2	0	0	0	1	0	0	0	0	0	141	611
8:15 PM	0	62	0	0	0	54	0	0	1	0	6	0	0	0	0	0	123	574
8:30 PM	4	51	0	0	0	64	0	0	1	0	0	0	0	0	0	0	120	527
8:45 PM	0	68	0	0	0	53	1	0	1	0	2	0	0	0	0	0	125	509
9:00 PM	1	57	0	0	0	52	1	0	0	0	0	0	0	0	0	0	111	479
9:15 PM	0	38	0	0	0	52	0	0	0	0	1	0	0	0	0	0	91	447
9:30 PM	0	40	0	0	0	27	0	0	0	0	3	0	0	0	0	0	70	397
9:45 PM	0	38	0	0	0	28	1	0	1	0	1	0	0	0	1	0	70	342

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	844	0	0	16	884	28	0	4	0	52	0	8	0	32	0	1896
Heavy Trucks	12	180	0		4	248	12		4	0	20		4	0	0		484
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 7/24/2022 12:23 AM

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

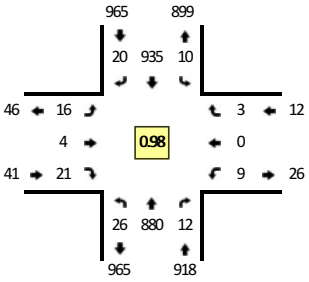
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

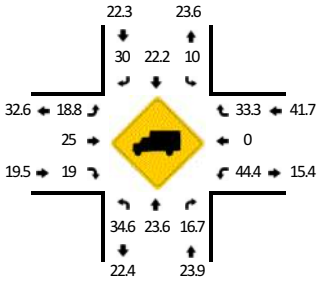
LOCATION: US 101 -- 15th St
CITY/STATE: Florence, OR

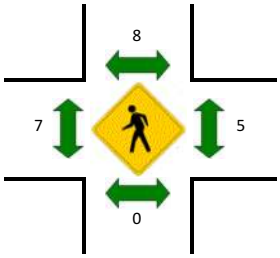
QC JOB #: 15890307
DATE: Thu, Jun 3 2021

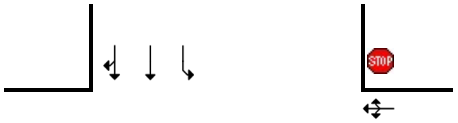
Peak-Hour: 12:15 PM -- 1:15 PM
Peak 15-Min: 12:15 PM -- 12:30 PM

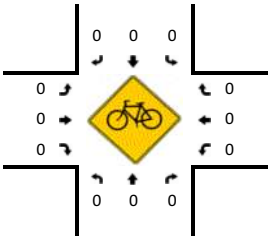


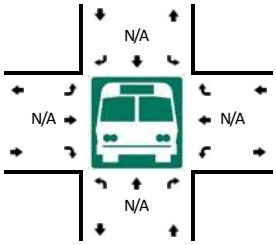
Quality Counts
DATA THAT DRIVES COMMUNITIES

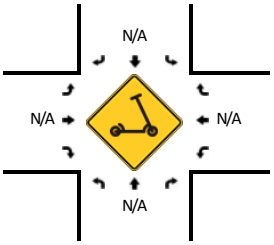












15-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				15th St (Eastbound)				15th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	2	27	0	0	1	26	1	0	1	0	0	0	0	0	1	0	59	
6:15 AM	1	37	0	0	0	29	1	0	2	0	1	0	1	0	1	0	73	
6:30 AM	2	37	0	0	3	47	1	0	1	1	1	0	0	2	0	0	95	
6:45 AM	1	61	0	0	1	73	0	0	1	0	2	0	0	0	0	0	139	366
7:00 AM	2	49	1	0	2	68	3	0	4	0	0	0	0	0	1	0	130	437
7:15 AM	1	81	1	0	2	70	3	0	1	0	4	0	2	1	2	0	168	532
7:30 AM	5	89	0	0	3	94	2	0	1	0	1	0	0	0	2	0	197	634
7:45 AM	3	132	2	0	2	107	3	0	3	2	3	0	1	2	3	0	263	758
8:00 AM	1	128	0	0	1	117	6	0	3	1	2	0	0	0	4	0	263	891
8:15 AM	2	118	2	0	2	122	3	0	1	0	2	0	0	0	1	0	253	976
8:30 AM	2	113	1	0	3	106	3	0	2	0	1	0	0	0	1	0	232	1011
8:45 AM	2	106	1	0	1	127	3	0	3	0	3	0	1	0	0	0	247	995
9:00 AM	3	147	3	0	1	146	1	0	1	0	3	0	0	0	0	0	305	1037
9:15 AM	6	151	0	0	3	143	4	0	4	1	4	0	1	0	4	0	321	1105
9:30 AM	2	157	0	0	3	173	2	0	2	0	4	0	2	0	3	0	348	1221
9:45 AM	7	155	1	0	5	151	8	0	2	0	4	0	3	0	1	0	337	1311
10:00 AM	5	170	1	0	5	176	7	0	5	2	3	0	1	0	1	0	376	1382
10:15 AM	4	151	0	0	0	157	6	0	2	1	5	0	2	3	4	0	335	1396
10:30 AM	3	196	1	0	0	166	3	0	1	0	5	0	0	0	0	0	375	1423
10:45 AM	5	186	3	0	3	191	7	0	4	0	9	0	0	0	6	0	414	1500
11:00 AM	4	201	1	0	3	187	5	0	0	0	10	0	1	1	4	0	417	1541
11:15 AM	3	180	3	0	2	215	4	0	2	1	6	0	1	0	1	0	418	1624
11:30 AM	2	203	3	0	6	208	4	0	4	0	6	0	3	0	1	0	440	1689
11:45 AM	9	195	4	0	3	232	4	0	2	1	10	0	0	0	6	0	466	1741
12:00 PM	7	204	2	0	7	225	3	0	6	0	6	0	0	0	6	0	466	1790
12:15 PM	7	221	3	0	0	245	4	0	3	2	6	0	1	0	0	0	492	1864
12:30 PM	10	224	5	0	2	217	5	0	4	1	6	0	3	0	1	0	478	1902
12:45 PM	3	223	3	0	2	228	3	0	4	0	6	0	2	0	0	0	474	1910
1:00 PM	6	212	1	0	6	245	8	0	5	1	3	0	3	0	2	0	492	1936
1:15 PM	2	215	4	0	5	213	5	0	5	1	3	0	1	0	3	0	457	1901
1:30 PM	0	202	5	0	2	216	5	0	3	1	5	0	0	0	3	0	442	1865
1:45 PM	3	208	7	0	4	196	5	0	2	0	6	0	1	0	3	0	435	1826
2:00 PM	10	202	2	0	1	228	3	0	1	1	10	0	2	0	5	0	465	1799
2:15 PM	5	238	1	0	6	190	6	0	4	0	5	0	1	2	2	0	460	1802
2:30 PM	4	211	1	0	3	178	2	0	4	1	9	0	0	4	1	0	418	1778
2:45 PM	2	207	2	0	5	224	6	0	0	0	8	0	0	0	1	0	455	1798
3:00 PM	6	243	1	0	3	203	10	0	1	1	7	0	4	0	1	0	480	1813
3:15 PM	8	198	0	0	0	206	6	0	6	1	9	0	2	0	2	0	438	1791

15-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				15th St (Eastbound)				15th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	7	172	4	0	3	205	5	0	6	0	7	0	4	1	3	0	417	1790
3:45 PM	7	184	1	0	2	177	8	0	5	0	14	0	2	1	0	0	401	1736
4:00 PM	8	202	1	0	4	190	4	0	4	2	7	0	1	0	2	0	425	1681
4:15 PM	9	197	0	0	4	201	2	0	4	0	8	0	2	0	2	0	429	1672
4:30 PM	7	183	2	0	4	178	8	0	4	0	1	0	5	0	2	0	394	1649
4:45 PM	6	201	1	0	1	152	2	0	3	1	5	0	5	1	3	0	381	1629
5:00 PM	5	196	6	0	1	179	4	0	3	0	5	0	1	0	2	0	402	1606
5:15 PM	8	171	1	0	5	160	5	0	3	0	4	0	0	0	1	0	358	1535
5:30 PM	4	148	1	0	2	139	6	0	2	0	7	0	0	0	3	0	312	1453
5:45 PM	5	142	2	0	6	144	6	0	5	2	6	0	1	0	1	0	320	1392
6:00 PM	1	113	0	0	2	122	3	0	2	2	7	0	0	0	0	0	252	1242
6:15 PM	2	118	5	0	1	136	4	0	3	0	3	0	0	0	2	0	274	1158
6:30 PM	3	120	1	0	3	109	4	0	5	0	0	0	1	0	1	0	247	1093
6:45 PM	1	88	1	0	8	123	3	0	2	0	5	0	0	0	1	0	232	1005
7:00 PM	4	92	2	0	1	85	0	0	1	0	0	0	1	0	2	0	188	941
7:15 PM	4	89	0	0	3	78	5	0	2	0	1	0	1	0	1	0	184	851
7:30 PM	1	79	0	0	3	89	3	0	0	0	4	0	1	0	1	0	181	785
7:45 PM	3	83	0	0	2	75	3	0	1	0	2	0	0	0	0	0	169	722
8:00 PM	5	65	0	0	1	66	1	0	1	0	2	0	2	1	3	0	147	681
8:15 PM	0	66	0	0	1	73	0	0	2	1	4	0	0	1	0	0	148	645
8:30 PM	0	53	0	0	3	57	2	0	0	1	1	0	0	1	3	0	121	585
8:45 PM	4	59	1	0	2	57	0	0	1	0	4	0	0	0	2	0	130	546
9:00 PM	2	61	0	0	3	55	2	0	1	0	4	0	1	0	0	0	129	528
9:15 PM	1	46	1	0	1	43	4	0	1	0	0	0	1	1	0	0	99	479
9:30 PM	1	49	0	0	0	35	0	0	1	0	1	0	0	0	0	0	87	445
9:45 PM	0	39	1	0	1	30	0	0	0	0	0	0	0	0	0	0	71	386

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	884	12	0	0	980	16	0	12	8	24	0	4	0	0	0	1968
Heavy Trucks	12	232	0		0	212	8		0	0	4		0	0	0		468
Buses																	
Pedestrians		0				4				8				0			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 7/24/2022 12:23 AM

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

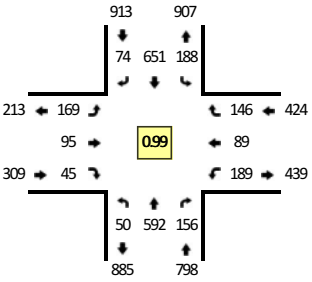
Type of peak hour being reported: Intersection Peak

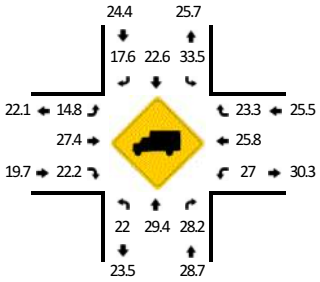
Method for determining peak hour: Total Entering Volume

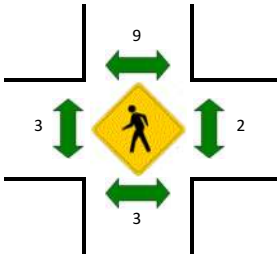
LOCATION: US 101 -- OR 126
CITY/STATE: Florence, OR

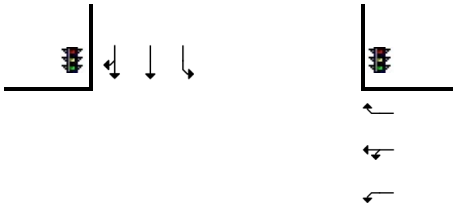
QC JOB #: 15890308
DATE: Thu, Jun 3 2021

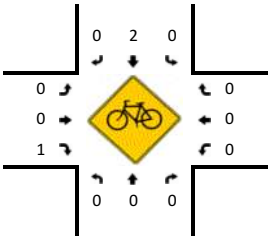
Peak-Hour: 12:15 PM -- 1:15 PM
Peak 15-Min: 1:00 PM -- 1:15 PM

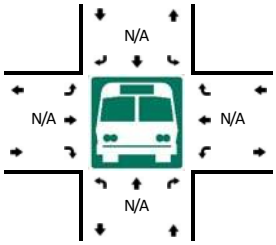


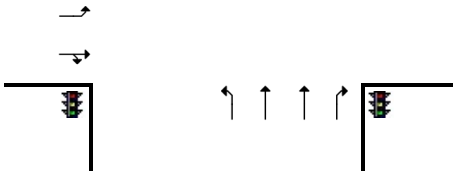


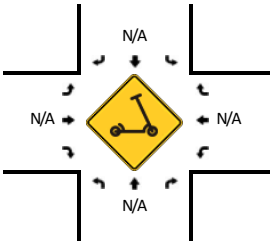












15-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				OR 126 (Eastbound)				OR 126 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	1	14	7	0	7	18	2	0	2	7	1	0	5	4	13	0	81	
6:15 AM	3	19	12	0	7	8	12	0	7	6	0	0	8	5	10	0	97	
6:30 AM	5	33	11	0	3	27	9	0	3	6	2	0	11	4	7	0	121	
6:45 AM	5	39	9	0	14	43	20	0	7	6	5	0	14	20	22	0	204	503
7:00 AM	2	26	19	0	18	40	12	0	14	6	5	0	10	10	12	0	174	596
7:15 AM	3	53	18	0	18	38	18	0	4	6	4	0	27	11	17	0	217	716
7:30 AM	2	64	16	0	15	60	9	0	21	10	2	0	21	15	22	0	257	852
7:45 AM	8	86	23	0	18	63	12	0	23	13	4	0	25	26	19	0	320	968
8:00 AM	5	78	15	0	29	67	12	0	16	9	4	0	21	17	34	0	307	1101
8:15 AM	5	75	27	0	29	84	15	0	15	12	6	0	28	14	27	0	337	1221
8:30 AM	4	66	25	0	25	69	12	0	22	2	2	0	27	18	20	0	292	1256
8:45 AM	4	70	30	0	25	87	13	0	15	16	6	0	30	16	28	0	340	1276
9:00 AM	8	102	26	0	31	88	16	0	29	16	13	0	22	12	33	0	396	1365
9:15 AM	5	111	24	0	30	96	16	0	23	14	11	0	25	9	23	0	387	1415
9:30 AM	6	97	21	0	26	105	17	0	20	17	11	0	29	21	20	0	390	1513
9:45 AM	10	98	29	0	45	103	16	0	33	21	8	0	29	15	27	0	434	1607
10:00 AM	11	108	35	0	33	114	21	0	37	23	10	0	33	15	34	0	474	1685
10:15 AM	11	94	26	0	32	103	15	0	35	11	4	0	36	17	31	0	415	1713
10:30 AM	13	118	29	0	29	126	14	0	32	18	13	0	47	17	19	0	475	1798
10:45 AM	12	123	39	0	36	115	19	0	37	33	5	0	31	20	29	0	499	1863
11:00 AM	8	120	28	0	46	137	22	0	40	26	10	0	41	16	33	0	527	1916
11:15 AM	13	105	38	0	33	136	18	0	39	29	14	0	49	17	31	0	522	2023
11:30 AM	12	130	45	0	35	153	14	0	45	23	6	0	39	15	31	0	548	2096
11:45 AM	10	128	37	0	40	170	27	0	42	29	9	0	50	13	46	0	601	2198
12:00 PM	4	134	42	0	41	159	27	0	50	29	11	0	32	9	20	0	558	2229
12:15 PM	9	148	41	0	60	162	20	0	39	23	7	0	45	23	42	0	619	2326
12:30 PM	12	137	40	0	43	152	17	0	47	23	14	0	51	21	38	0	595	2373
12:45 PM	13	153	35	0	44	163	12	0	41	24	11	0	57	25	32	0	610	2382
1:00 PM	16	154	40	0	41	174	25	0	42	25	13	0	36	20	34	0	620	2444
1:15 PM	13	141	29	0	36	150	14	0	29	30	12	0	45	17	33	0	549	2374
1:30 PM	4	139	40	0	44	162	18	0	22	15	13	0	41	18	36	0	552	2331
1:45 PM	9	130	39	0	36	134	16	0	33	28	13	0	47	15	37	0	537	2258
2:00 PM	13	131	32	0	42	152	16	0	47	21	11	0	41	14	26	0	546	2184
2:15 PM	10	163	37	0	37	141	18	0	38	26	6	0	70	21	41	0	608	2243
2:30 PM	9	129	40	0	28	126	12	0	32	28	14	0	61	21	45	0	545	2236
2:45 PM	17	140	44	0	42	159	9	0	32	28	4	0	52	17	29	0	573	2272
3:00 PM	9	144	41	0	35	149	7	0	55	28	7	0	42	20	40	0	577	2303
3:15 PM	12	119	29	0	32	166	21	0	34	26	9	0	49	20	30	0	547	2242

15-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				OR 126 (Eastbound)				OR 126 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	7	101	34	0	51	136	14	0	30	37	1	0	45	17	25	0	498	2195
3:45 PM	9	128	34	0	40	143	13	0	27	18	6	0	45	15	32	0	510	2132
4:00 PM	8	126	37	0	30	138	13	0	40	26	4	0	60	12	30	0	524	2079
4:15 PM	9	140	29	0	54	148	17	0	31	18	1	0	21	12	28	0	508	2040
4:30 PM	12	109	30	0	41	116	14	0	28	26	11	0	34	17	36	0	474	2016
4:45 PM	14	123	37	0	40	113	12	0	33	22	8	0	47	21	34	0	504	2010
5:00 PM	15	122	34	0	40	134	12	0	34	19	13	0	29	15	29	0	496	1982
5:15 PM	5	118	28	0	31	115	9	0	23	16	8	0	40	15	34	0	442	1916
5:30 PM	0	92	38	0	39	109	9	0	16	10	6	0	34	17	23	0	393	1835
5:45 PM	10	80	33	0	42	103	6	0	23	17	7	0	41	10	30	0	402	1733
6:00 PM	5	83	32	0	28	92	8	0	11	13	9	0	33	15	22	0	351	1588
6:15 PM	5	84	30	0	21	85	10	0	13	7	6	0	30	12	22	0	325	1471
6:30 PM	8	70	23	0	31	64	5	0	20	8	7	0	31	7	26	0	300	1378
6:45 PM	4	57	24	0	22	94	6	0	9	11	5	0	31	12	17	0	292	1268
7:00 PM	9	59	23	0	17	60	10	0	11	11	5	0	17	6	17	0	245	1162
7:15 PM	7	62	22	0	19	52	6	0	8	7	2	0	23	12	12	0	232	1069
7:30 PM	6	58	14	0	17	68	6	0	5	12	0	0	28	9	10	0	233	1002
7:45 PM	4	51	14	0	12	55	9	0	8	6	5	0	16	6	21	0	207	917
8:00 PM	4	47	20	0	21	50	9	0	7	7	4	0	12	5	17	0	203	875
8:15 PM	0	40	12	0	16	53	8	0	5	4	0	0	13	4	10	0	165	808
8:30 PM	0	30	16	0	15	47	4	0	10	6	2	0	19	8	9	0	166	741
8:45 PM	3	38	7	0	10	47	2	0	12	6	5	0	25	7	11	0	173	707
9:00 PM	2	40	9	0	5	45	6	0	6	6	1	0	14	6	12	0	152	656
9:15 PM	2	35	14	0	6	27	5	0	3	5	0	0	12	8	7	0	124	615
9:30 PM	0	35	6	0	6	29	3	0	3	3	1	0	10	5	8	0	109	558
9:45 PM	2	27	14	0	7	21	4	0	2	6	2	0	6	2	8	0	101	486

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	64	616	160	0	164	696	100	0	168	100	52	0	144	80	136	0	2480
Heavy Trucks	12	176	48		44	120	8		20	24	12		44	32	16		556
Buses																	
Pedestrians		0				16				0				4			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 7/24/2022 12:23 AM

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

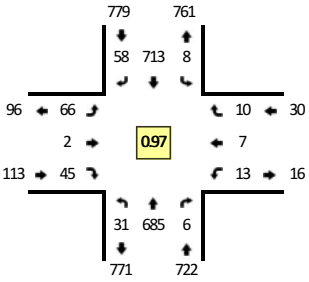
Type of peak hour being reported: Intersection Peak

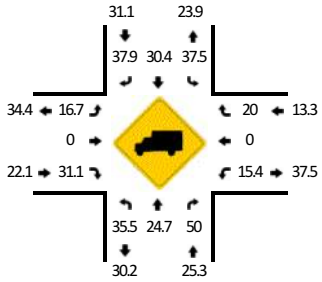
Method for determining peak hour: Total Entering Volume

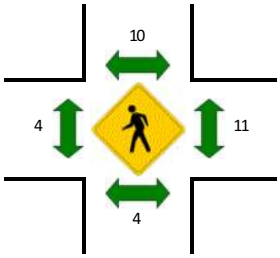
LOCATION: US 101 -- Rhododendron Dr
CITY/STATE: Florence, OR

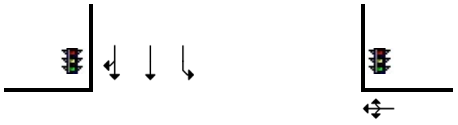
QC JOB #: 15890309
DATE: Thu, Jun 3 2021

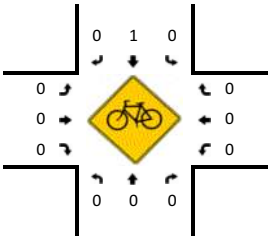
Peak-Hour: 12:30 PM -- 1:30 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

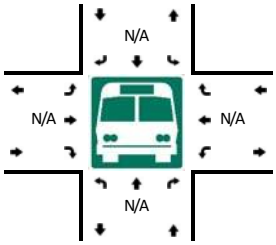


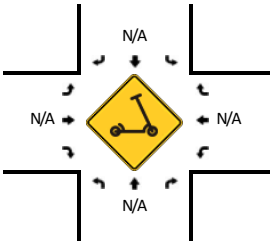












15-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				Rhododendron Dr (Eastbound)				Rhododendron Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	21	0	0	0	24	2	0	1	0	1	0	0	0	0	0	49	
6:15 AM	2	34	0	0	0	18	2	0	2	0	2	0	0	0	0	0	60	
6:30 AM	4	48	0	0	1	24	2	0	1	2	1	0	0	0	0	0	83	
6:45 AM	1	60	0	0	0	48	1	0	1	0	1	0	0	1	0	0	113	305
7:00 AM	3	38	0	0	0	48	1	0	3	0	1	0	1	0	0	0	95	351
7:15 AM	1	79	2	0	0	48	3	0	6	0	2	0	0	0	1	0	142	433
7:30 AM	3	82	0	0	1	53	12	0	10	1	4	0	0	0	2	0	168	518
7:45 AM	5	101	0	0	1	60	7	0	11	0	5	0	0	1	1	0	192	597
8:00 AM	3	93	0	0	2	68	5	0	8	0	5	0	0	1	2	0	187	689
8:15 AM	4	104	2	0	0	95	10	0	9	0	6	0	0	1	1	0	232	779
8:30 AM	7	87	1	0	0	73	6	0	12	0	9	0	2	0	1	0	198	809
8:45 AM	3	101	2	0	1	96	7	0	9	0	6	0	2	0	2	0	229	846
9:00 AM	8	110	1	0	1	81	7	0	14	0	5	0	1	2	1	0	231	890
9:15 AM	4	122	0	0	2	96	7	0	16	0	5	0	1	0	5	0	258	916
9:30 AM	3	107	2	0	2	114	13	0	11	0	4	0	1	2	1	0	260	978
9:45 AM	5	132	4	0	1	100	15	0	10	0	10	0	1	1	2	0	281	1030
10:00 AM	4	121	0	0	0	111	6	0	16	1	10	0	1	3	5	0	278	1077
10:15 AM	5	132	0	0	2	109	17	0	9	3	7	0	3	1	5	0	293	1112
10:30 AM	6	133	1	0	3	129	8	0	15	0	5	0	3	4	1	0	308	1160
10:45 AM	7	151	0	0	1	126	16	0	13	2	7	0	3	0	1	0	327	1206
11:00 AM	3	131	2	0	1	139	12	0	15	1	12	0	2	2	2	0	322	1250
11:15 AM	8	150	1	0	1	144	15	0	15	0	10	0	3	1	1	0	349	1306
11:30 AM	0	151	2	0	2	151	10	0	17	0	10	0	1	1	3	0	348	1346
11:45 AM	9	150	1	0	3	170	11	0	14	2	13	0	3	3	1	0	380	1399
12:00 PM	8	147	3	0	5	147	14	0	20	1	13	0	5	0	3	0	366	1443
12:15 PM	8	179	1	0	2	129	8	0	15	0	8	0	4	3	5	0	362	1456
12:30 PM	10	155	3	0	2	197	15	0	22	1	9	0	4	2	1	0	421	1529
12:45 PM	5	195	1	0	2	177	15	0	5	1	16	0	3	0	4	0	424	1573
1:00 PM	9	185	1	0	3	165	18	0	19	0	10	0	3	2	4	0	419	1626
1:15 PM	7	150	1	0	1	174	10	0	20	0	10	0	3	3	1	0	380	1644
1:30 PM	10	160	1	0	3	162	14	0	23	2	11	0	4	3	1	0	394	1617
1:45 PM	7	154	1	0	4	146	13	0	19	1	7	0	3	0	4	0	359	1552
2:00 PM	10	180	2	0	3	139	11	0	17	0	10	0	9	3	1	0	385	1518
2:15 PM	12	165	2	0	1	155	16	0	12	1	5	0	3	0	1	0	373	1511
2:30 PM	8	176	1	0	0	159	15	0	17	0	6	0	1	3	3	0	389	1506
2:45 PM	3	202	2	0	3	177	15	0	12	2	9	0	2	4	3	0	434	1581
3:00 PM	6	173	0	0	1	169	14	0	11	0	8	0	2	5	3	0	392	1588
3:15 PM	6	131	3	0	3	170	19	0	24	0	4	0	5	0	0	0	365	1580

15-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				Rhododendron Dr (Eastbound)				Rhododendron Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	7	136	1	0	7	162	9	0	9	0	10	0	7	1	5	0	354	1545
3:45 PM	8	174	0	0	0	149	4	0	20	1	13	0	3	1	4	0	377	1488
4:00 PM	9	136	0	0	4	156	14	0	22	2	6	0	4	0	5	0	358	1454
4:15 PM	5	137	2	0	3	129	6	0	12	2	9	0	3	1	2	0	311	1400
4:30 PM	6	136	1	0	1	135	12	0	14	0	8	0	2	1	2	0	318	1364
4:45 PM	2	160	0	0	1	146	13	0	13	1	6	0	1	1	4	0	348	1335
5:00 PM	7	153	3	0	2	155	9	0	13	0	1	0	5	0	2	0	350	1327
5:15 PM	6	126	2	0	3	131	5	0	11	0	3	0	3	0	1	0	291	1307
5:30 PM	6	123	0	0	0	144	8	0	8	0	3	0	2	2	0	0	296	1285
5:45 PM	6	111	0	0	3	129	8	0	9	1	2	0	5	1	1	0	276	1213
6:00 PM	2	114	1	0	2	127	4	0	4	1	5	0	2	0	0	0	262	1125
6:15 PM	8	101	1	0	0	109	4	0	9	0	7	0	5	1	0	0	245	1079
6:30 PM	0	92	1	0	1	90	3	0	5	1	4	0	1	0	1	0	199	982
6:45 PM	0	95	0	0	0	118	1	0	10	0	5	0	1	1	2	0	233	939
7:00 PM	0	74	1	0	2	83	4	0	6	0	3	0	1	0	0	0	174	851
7:15 PM	2	95	1	0	0	65	2	0	3	0	3	0	1	0	0	0	172	778
7:30 PM	1	73	0	0	0	89	4	0	0	0	1	0	0	0	0	0	168	747
7:45 PM	0	65	2	0	2	56	2	0	8	0	0	0	2	0	0	0	137	651
8:00 PM	2	60	0	0	2	65	6	0	2	0	2	0	1	0	1	0	141	618
8:15 PM	4	31	1	0	1	60	4	0	3	0	4	0	2	0	0	0	110	556
8:30 PM	1	45	0	0	0	61	7	0	5	0	2	0	1	0	0	0	122	510
8:45 PM	4	32	0	0	0	60	7	0	3	1	2	0	0	0	0	0	109	482
9:00 PM	2	42	0	0	0	53	1	0	2	0	0	0	0	0	0	0	100	441
9:15 PM	2	45	1	0	1	30	1	0	3	0	0	0	0	0	1	0	84	415
9:30 PM	1	35	1	0	0	36	0	0	2	0	2	0	0	1	1	0	79	372
9:45 PM	1	33	0	0	1	26	2	0	2	0	1	0	2	0	1	0	69	332

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	20	780	4	0	8	708	60	0	20	4	64	0	12	0	16	0	1696
Heavy Trucks	4	184	4		4	244	24		0	0	16		0	0	0		480
Buses																	
Pedestrians		0				16				0				12			28
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 7/24/2022 12:23 AM

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

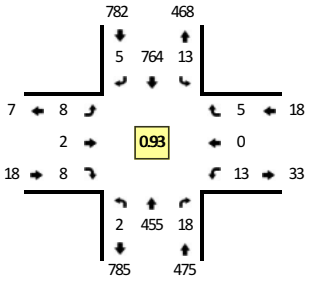
Type of peak hour being reported: Intersection Peak

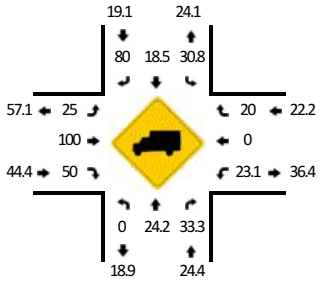
Method for determining peak hour: Total Entering Volume

LOCATION: US 101 -- 2nd St
CITY/STATE: Florence, OR

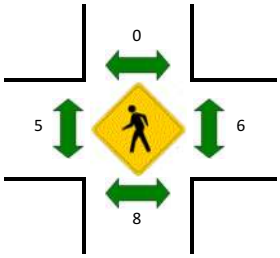
QC JOB #: 15890310
DATE: Thu, Jun 3 2021

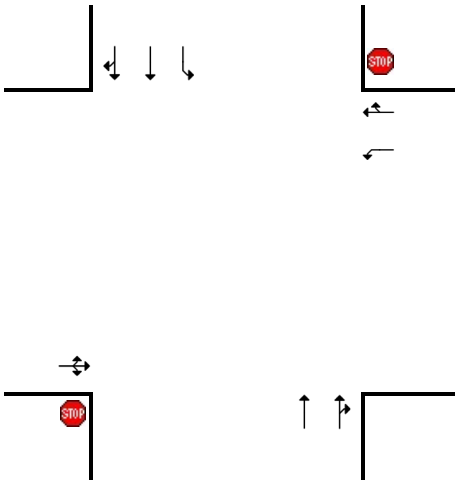
Peak-Hour: 3:00 PM -- 4:00 PM
Peak 15-Min: 3:45 PM -- 4:00 PM

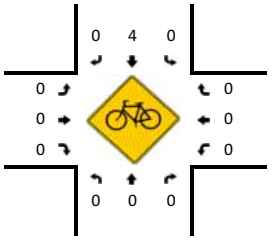


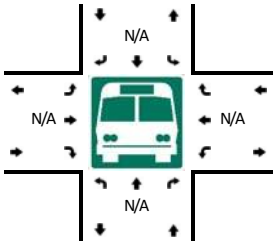


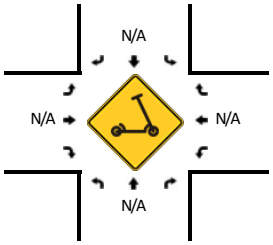
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				2nd St (Eastbound)				2nd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	19	0	0	0	24	1	0	0	1	1	0	0	0	0	0	46	
6:15 AM	0	31	0	0	0	18	0	0	0	0	1	0	0	0	0	0	50	
6:30 AM	0	48	1	0	0	25	0	0	2	0	0	0	0	0	0	0	76	
6:45 AM	0	63	0	0	0	45	0	0	0	1	2	0	0	0	0	0	111	283
7:00 AM	0	39	2	0	0	43	3	0	1	0	0	0	1	0	1	0	90	327
7:15 AM	0	75	2	0	0	46	0	0	2	0	0	0	0	0	1	0	126	403
7:30 AM	0	83	0	0	0	50	1	0	0	0	0	0	0	0	1	0	135	462
7:45 AM	0	106	0	0	0	63	1	0	3	0	2	0	1	0	1	0	177	528
8:00 AM	0	90	0	0	0	63	0	0	1	0	0	0	1	0	1	0	156	594
8:15 AM	0	108	1	0	0	75	0	0	0	0	0	0	0	0	0	0	184	652
8:30 AM	1	84	1	0	0	66	0	0	2	0	0	0	0	1	0	0	155	672
8:45 AM	1	95	0	0	0	78	1	0	1	0	2	0	3	0	0	0	181	676
9:00 AM	0	96	0	0	1	76	1	0	0	0	1	0	1	0	3	0	179	699
9:15 AM	0	112	3	0	3	82	2	0	0	1	2	0	3	0	2	0	210	725
9:30 AM	0	96	4	0	1	94	2	0	2	0	0	0	0	1	1	0	201	771
9:45 AM	0	115	3	0	3	90	3	0	1	0	1	0	2	0	1	0	219	809
10:00 AM	0	102	0	0	1	99	3	0	2	0	1	0	1	0	0	0	209	839
10:15 AM	0	113	3	0	1	91	3	0	0	0	1	0	0	0	0	0	212	841
10:30 AM	0	115	10	0	2	118	2	0	1	0	3	0	0	0	1	0	252	892
10:45 AM	0	134	5	0	1	100	1	0	0	0	0	0	1	0	1	0	243	916
11:00 AM	0	114	4	0	1	128	0	0	1	0	2	0	3	0	2	0	255	962
11:15 AM	0	135	3	0	2	120	2	0	1	1	0	0	1	0	2	0	267	1017
11:30 AM	0	116	4	0	2	129	0	0	3	0	1	0	1	0	1	0	257	1022
11:45 AM	1	121	1	0	6	144	5	0	0	0	1	0	2	0	1	0	282	1061
12:00 PM	2	118	2	0	2	130	4	0	2	1	1	0	3	4	1	0	270	1076
12:15 PM	0	171	6	0	9	144	3	0	1	0	3	0	3	0	0	0	340	1149
12:30 PM	0	134	5	0	6	156	1	0	1	1	1	0	7	0	2	0	314	1206
12:45 PM	0	155	1	0	4	157	0	0	1	0	0	0	3	0	4	0	325	1249
1:00 PM	0	133	1	0	3	147	4	0	2	0	1	0	2	1	2	0	296	1275
1:15 PM	0	123	7	0	4	157	3	0	3	0	0	0	1	0	1	0	299	1234
1:30 PM	0	127	4	0	3	152	2	0	1	0	6	0	7	0	5	0	307	1227
1:45 PM	0	121	4	0	2	128	0	0	1	0	2	0	9	1	1	0	269	1171
2:00 PM	0	143	6	0	1	152	1	0	2	1	0	0	4	1	2	0	313	1188
2:15 PM	0	154	3	0	3	143	5	0	2	0	2	0	9	0	1	0	322	1211
2:30 PM	0	127	2	0	5	149	0	0	1	1	3	0	4	0	1	0	293	1197
2:45 PM	0	160	4	0	6	160	4	0	2	0	0	0	6	1	2	0	345	1273
3:00 PM	1	118	4	0	1	197	2	0	3	2	2	0	0	0	1	0	331	1291
3:15 PM	1	108	3	0	3	179	0	0	3	0	2	0	6	0	0	0	305	1274
3:30 PM	0	101	5	0	5	196	1	0	0	0	0	0	3	0	0	0	311	1292

15-Min Count Period Beginning At	US 101 (Northbound)				US 101 (Southbound)				2nd St (Eastbound)				2nd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:45 PM	0	128	6	0	4	192	2	0	2	0	4	0	4	0	4	0	346	1293
4:00 PM	0	110	4	0	1	160	0	0	0	0	3	0	0	0	2	0	280	1242
4:15 PM	0	119	4	0	4	134	1	0	1	0	3	0	3	0	2	0	271	1208
4:30 PM	0	118	7	0	2	142	0	0	0	0	3	0	1	0	2	0	275	1172
4:45 PM	0	122	3	0	3	144	2	0	1	0	1	0	2	0	4	0	282	1108
5:00 PM	1	112	4	0	4	149	0	0	1	0	4	0	2	0	5	0	282	1110
5:15 PM	0	102	1	0	3	148	3	0	4	0	2	0	3	0	0	0	266	1105
5:30 PM	0	91	3	0	2	148	3	0	1	0	1	0	6	0	0	0	255	1085
5:45 PM	1	90	1	0	2	134	1	0	1	0	3	0	1	0	1	0	235	1038
6:00 PM	0	85	0	0	4	129	0	0	0	0	2	0	3	0	1	0	224	980
6:15 PM	0	86	2	0	2	106	1	0	6	0	2	0	3	0	0	0	208	922
6:30 PM	0	65	2	0	3	89	0	0	1	0	0	0	3	0	0	0	163	830
6:45 PM	0	63	2	0	0	123	1	0	0	0	0	0	5	0	1	0	195	790
7:00 PM	0	63	0	0	1	73	2	0	0	0	3	0	1	0	0	0	143	709
7:15 PM	0	63	2	0	1	56	2	0	0	0	2	0	1	0	1	0	128	629
7:30 PM	0	58	0	0	0	91	1	0	2	0	0	0	2	0	0	0	154	620
7:45 PM	0	36	1	0	1	54	1	0	1	0	0	0	2	0	0	0	96	521
8:00 PM	0	43	1	0	0	81	1	0	1	0	1	0	3	0	0	0	131	509
8:15 PM	0	41	1	0	0	68	2	0	0	0	0	0	3	0	1	0	116	497
8:30 PM	0	42	0	0	0	75	0	0	0	0	0	0	0	0	0	0	117	460
8:45 PM	0	27	0	0	0	67	2	0	0	0	1	0	1	0	0	0	98	462
9:00 PM	0	38	0	0	0	45	1	0	0	0	1	0	1	0	0	0	86	417
9:15 PM	0	36	0	0	0	48	0	0	2	0	0	0	2	0	0	0	88	389
9:30 PM	0	32	0	0	0	34	0	0	0	0	2	0	0	0	1	0	69	341
9:45 PM	0	23	1	0	0	30	0	0	1	0	0	0	0	0	0	0	55	298

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	512	24	0	16	768	8	0	8	0	16	0	16	0	16	0	1384
Heavy Trucks	0	128	4		8	124	8		4	0	8		4	0	4		292
Buses																	
Pedestrians		0				0				8				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 7/24/2022 12:23 AM

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

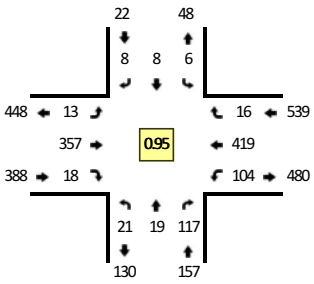
Type of peak hour being reported: Intersection Peak

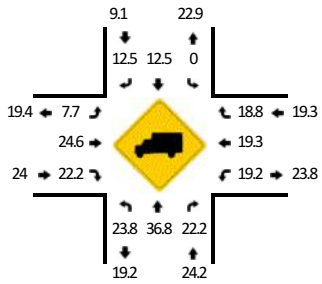
Method for determining peak hour: Total Entering Volume

LOCATION: Quince St -- OR 126
CITY/STATE: Florence, OR

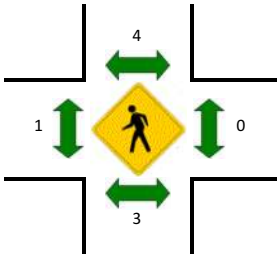
QC JOB #: 15890311
DATE: Thu, Jun 3 2021

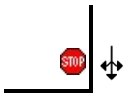
Peak-Hour: 2:15 PM -- 3:15 PM
Peak 15-Min: 2:30 PM -- 2:45 PM

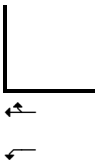


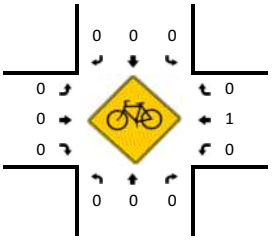


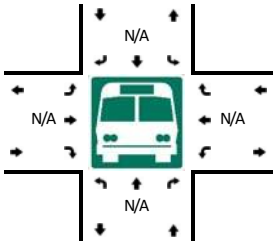
Quality Counts
DATA THAT DRIVES COMMUNITIES

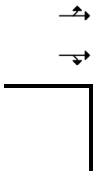


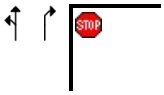


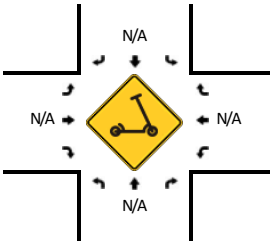












15-Min Count Period Beginning At	Quince St (Northbound)				Quince St (Southbound)				OR 126 (Eastbound)				OR 126 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	2	1	3	0	0	0	0	0	0	19	1	0	1	20	0	0	47	
6:15 AM	0	1	1	0	2	0	1	0	0	25	0	0	4	22	1	0	57	
6:30 AM	2	3	2	0	2	1	0	0	0	18	2	0	2	20	3	0	55	
6:45 AM	1	1	1	0	2	1	0	0	0	27	1	0	3	54	3	0	94	253
7:00 AM	1	1	2	0	0	0	2	0	0	42	1	0	3	32	2	0	86	292
7:15 AM	2	0	4	0	1	0	0	0	1	40	1	0	4	53	3	0	109	344
7:30 AM	0	1	11	0	1	0	1	0	1	35	3	0	10	55	1	0	119	408
7:45 AM	1	4	12	0	3	1	0	0	1	52	1	0	13	72	9	0	169	483
8:00 AM	1	3	11	0	1	2	3	0	0	45	3	0	17	62	4	0	152	549
8:15 AM	3	2	12	0	1	0	2	0	2	62	0	0	8	65	5	0	162	602
8:30 AM	4	3	12	0	1	1	1	0	3	40	0	0	21	57	5	0	148	631
8:45 AM	3	2	6	0	3	3	1	0	2	66	2	0	9	69	7	0	173	635
9:00 AM	1	4	6	0	2	3	2	0	5	62	3	0	14	58	2	0	162	645
9:15 AM	2	5	14	0	1	1	0	0	3	61	3	0	21	56	6	0	173	656
9:30 AM	3	2	14	0	0	3	3	0	4	43	5	0	15	66	8	0	166	674
9:45 AM	7	3	19	0	1	1	1	0	4	83	2	0	25	61	7	0	214	715
10:00 AM	4	5	18	0	3	0	3	0	1	83	3	0	23	79	2	0	224	777
10:15 AM	7	3	13	0	1	2	2	0	4	58	2	0	27	69	0	0	188	792
10:30 AM	4	3	16	0	2	1	1	0	4	60	5	0	13	78	2	0	189	815
10:45 AM	5	3	14	0	0	0	3	0	4	87	3	0	18	76	4	0	217	818
11:00 AM	5	3	23	0	2	2	1	0	7	70	14	0	33	89	7	0	256	850
11:15 AM	7	4	23	0	2	3	2	0	4	73	6	0	26	82	3	0	235	897
11:30 AM	5	1	25	0	4	2	0	0	9	84	7	0	29	77	6	0	249	957
11:45 AM	4	5	21	0	0	2	3	0	9	86	4	0	33	104	6	0	277	1017
12:00 PM	3	2	29	0	1	0	1	0	3	90	3	0	22	67	2	0	223	984
12:15 PM	7	1	24	0	2	3	4	0	8	104	5	0	26	86	4	0	274	1023
12:30 PM	15	3	20	0	0	2	5	0	3	81	6	0	32	92	7	0	266	1040
12:45 PM	3	3	14	0	4	4	2	0	9	83	7	0	35	106	9	0	279	1042
1:00 PM	7	5	29	0	2	3	3	0	2	87	5	0	41	78	1	0	263	1082
1:15 PM	7	3	31	0	0	2	0	0	4	75	3	0	25	93	5	0	248	1056
1:30 PM	6	5	18	0	0	1	2	0	2	85	4	0	34	79	2	0	238	1028
1:45 PM	9	2	35	0	4	0	1	0	4	91	4	0	21	96	3	0	270	1019
2:00 PM	6	5	22	0	1	2	1	0	4	77	4	0	23	82	2	0	229	985
2:15 PM	5	2	39	0	1	3	2	0	4	84	1	0	23	113	3	0	280	1017
2:30 PM	6	7	27	0	1	4	2	0	2	88	5	0	22	126	2	0	292	1071
2:45 PM	2	5	26	0	2	1	2	0	6	96	6	0	36	99	5	0	286	1087
3:00 PM	8	5	25	0	2	0	2	0	1	89	6	0	23	81	6	0	248	1106
3:15 PM	6	2	25	0	1	3	1	0	5	71	6	0	27	96	6	0	249	1075

15-Min Count Period Beginning At	Quince St (Northbound)				Quince St (Southbound)				OR 126 (Eastbound)				OR 126 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	3	4	23	0	5	0	2	0	4	106	4	0	15	80	9	0	255	1038
3:45 PM	4	2	19	0	1	1	0	0	6	83	4	0	19	93	3	0	235	987
4:00 PM	2	6	27	0	2	3	1	0	6	77	4	0	15	91	3	0	237	976
4:15 PM	6	9	18	0	2	0	3	0	4	82	8	0	27	60	3	0	222	949
4:30 PM	4	8	21	0	3	1	2	0	4	84	1	0	21	80	7	0	236	930
4:45 PM	5	9	24	0	1	3	0	0	2	81	1	0	27	96	3	0	252	947
5:00 PM	4	5	25	0	2	1	0	0	3	77	5	0	17	64	8	0	211	921
5:15 PM	6	4	21	0	0	2	3	0	5	69	4	0	24	82	6	0	226	925
5:30 PM	2	2	20	0	6	0	0	0	1	80	3	0	20	72	6	0	212	901
5:45 PM	8	3	25	0	0	0	2	0	1	81	3	0	15	70	2	0	210	859
6:00 PM	3	3	23	0	0	0	2	0	0	66	3	0	21	67	0	0	188	836
6:15 PM	6	4	10	0	0	1	1	0	1	52	0	0	11	50	3	0	139	749
6:30 PM	6	2	14	0	1	0	1	0	3	50	4	0	11	61	3	0	156	693
6:45 PM	6	1	19	0	2	1	0	0	0	51	1	0	8	51	1	0	141	624
7:00 PM	3	1	12	0	0	1	0	0	1	49	1	0	10	38	3	0	119	555
7:15 PM	1	2	10	0	1	2	0	0	1	44	2	0	9	43	1	0	116	532
7:30 PM	1	0	12	0	0	0	2	0	1	40	1	0	12	43	5	0	117	493
7:45 PM	0	0	10	0	3	0	2	0	0	30	1	0	11	39	0	0	96	448
8:00 PM	3	1	6	0	0	1	0	0	0	40	4	0	4	34	0	0	93	422
8:15 PM	2	0	7	0	2	1	0	0	1	28	2	0	7	25	2	0	77	383
8:30 PM	0	2	8	0	0	1	0	0	0	35	0	0	5	34	2	0	87	353
8:45 PM	0	5	6	0	3	1	0	0	2	21	1	0	8	45	1	0	93	350
9:00 PM	1	0	5	0	1	1	0	0	0	18	2	0	4	28	0	0	60	317
9:15 PM	0	0	3	0	0	0	0	0	0	23	0	0	3	30	1	0	60	300
9:30 PM	1	1	3	0	0	0	0	0	0	13	2	0	6	21	0	0	47	260
9:45 PM	0	1	3	0	0	0	0	0	1	25	2	0	4	15	3	0	54	221

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	28	108	0	4	16	8	0	8	352	20	0	88	504	8	0	1168
Heavy Trucks	0	16	20		0	4	0		0	84	0		12	124	0		260
Buses																	
Pedestrians		12				0				0				0			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 7/24/2022 12:23 AM

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

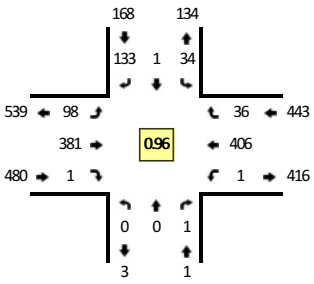
Type of peak hour being reported: Intersection Peak

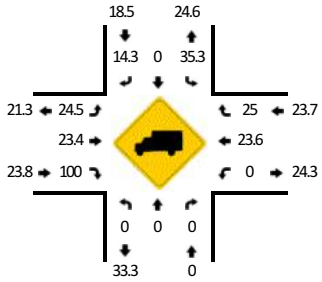
Method for determining peak hour: Total Entering Volume

LOCATION: Spruce St -- OR 126
CITY/STATE: Florence, OR

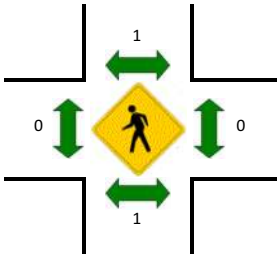
QC JOB #: 15890312
DATE: Thu, Jun 3 2021

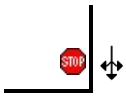
Peak-Hour: 2:15 PM -- 3:15 PM
Peak 15-Min: 2:30 PM -- 2:45 PM

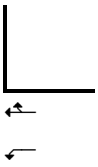


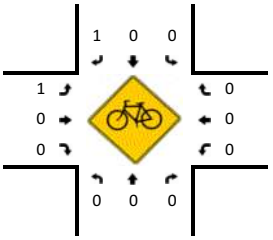


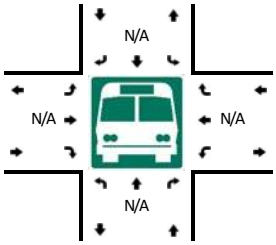
Quality Counts
DATA THAT DRIVES COMMUNITIES

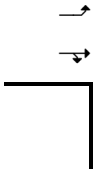


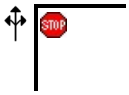


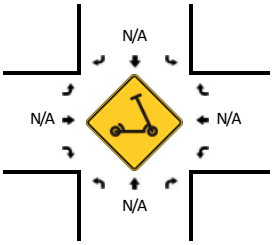












15-Min Count Period Beginning At	Spruce St (Northbound)				Spruce St (Southbound)				OR 126 (Eastbound)				OR 126 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	0	0	0	4	1	1	0	4	18	0	0	0	20	3	0	51	
6:15 AM	0	0	0	0	4	0	3	0	1	26	0	0	0	24	0	0	58	
6:30 AM	0	0	0	0	4	0	5	0	3	20	0	0	0	20	0	0	52	
6:45 AM	0	0	0	0	7	0	12	0	1	26	0	0	0	47	3	0	96	257
7:00 AM	0	0	0	0	2	0	10	0	3	43	0	0	0	28	1	0	87	293
7:15 AM	0	0	0	0	6	0	8	0	6	35	0	0	0	51	4	0	110	345
7:30 AM	0	0	0	0	5	0	17	0	8	42	0	0	0	50	4	0	126	419
7:45 AM	0	0	0	0	7	0	24	0	17	49	0	0	0	69	5	0	171	494
8:00 AM	0	0	0	0	8	0	22	0	5	49	0	0	1	63	5	0	153	560
8:15 AM	0	0	0	0	5	0	21	0	11	62	0	0	0	57	7	0	163	613
8:30 AM	0	0	0	0	9	0	27	0	11	43	0	0	0	56	6	0	152	639
8:45 AM	0	0	0	0	4	0	30	0	11	62	0	0	0	57	8	0	172	640
9:00 AM	0	0	0	0	4	0	21	0	10	60	0	0	0	55	4	0	154	641
9:15 AM	0	0	0	0	3	0	25	0	18	55	0	0	0	58	10	0	169	647
9:30 AM	0	0	0	0	8	0	26	0	13	46	0	0	0	64	4	0	161	656
9:45 AM	0	0	0	0	9	0	34	0	17	81	0	0	0	58	5	0	204	688
10:00 AM	1	0	0	0	11	1	27	0	28	73	0	0	0	78	3	0	222	756
10:15 AM	0	0	0	0	6	0	33	0	17	62	0	0	0	62	2	0	182	769
10:30 AM	0	0	0	0	2	0	28	0	15	62	0	0	0	66	12	0	185	793
10:45 AM	0	0	0	0	11	0	23	0	21	75	1	0	1	75	8	0	215	804
11:00 AM	0	0	0	0	8	0	31	0	25	63	0	0	0	99	8	0	234	816
11:15 AM	0	0	0	0	12	0	40	0	30	69	0	0	0	70	11	0	232	866
11:30 AM	0	0	0	0	5	0	38	0	33	80	1	0	0	78	7	0	242	923
11:45 AM	0	0	0	0	10	0	42	0	25	82	0	0	0	102	10	0	271	979
12:00 PM	0	0	0	0	9	0	24	0	29	92	1	0	0	68	8	0	231	976
12:15 PM	2	0	2	0	8	0	28	0	19	109	0	0	1	87	6	0	262	1006
12:30 PM	0	0	0	0	12	0	35	0	33	73	1	0	0	94	5	0	253	1017
12:45 PM	0	0	0	0	6	0	52	0	16	91	1	0	0	99	14	0	279	1025
1:00 PM	0	0	0	0	10	0	31	0	29	87	1	0	0	87	4	0	249	1043
1:15 PM	0	0	0	0	4	0	35	0	27	79	0	0	0	86	10	0	241	1022
1:30 PM	0	0	1	0	9	0	30	0	26	77	1	0	0	87	6	0	237	1006
1:45 PM	0	0	1	0	7	1	28	0	35	96	1	0	0	89	7	0	265	992
2:00 PM	0	0	0	0	17	0	28	0	20	76	0	0	0	79	8	0	228	971
2:15 PM	0	0	0	0	8	0	38	0	30	96	0	0	0	104	7	0	283	1013
2:30 PM	0	0	0	0	10	0	29	0	22	92	0	0	0	120	12	0	285	1061
2:45 PM	0	0	0	0	7	0	31	0	25	96	0	0	0	106	9	0	274	1070
3:00 PM	0	0	1	0	9	1	35	0	21	97	1	0	1	76	8	0	250	1092
3:15 PM	1	0	0	0	7	0	26	0	23	70	2	0	0	102	8	0	239	1048

15-Min Count Period Beginning At	Spruce St (Northbound)				Spruce St (Southbound)				OR 126 (Eastbound)				OR 126 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	0	1	0	5	0	22	0	37	103	1	0	0	78	9	0	256	1019
3:45 PM	0	0	0	0	9	0	24	0	24	75	0	0	0	93	10	0	235	980
4:00 PM	0	0	0	0	11	0	22	0	32	80	0	0	0	88	10	0	243	973
4:15 PM	0	0	0	0	6	0	23	0	26	76	0	0	0	67	11	0	209	943
4:30 PM	0	0	0	0	9	0	24	0	18	85	0	0	0	83	14	0	233	920
4:45 PM	0	0	0	0	8	0	31	0	28	81	0	0	0	99	13	0	260	945
5:00 PM	0	0	0	0	4	0	15	0	25	77	0	0	0	73	7	0	201	903
5:15 PM	0	0	0	0	8	0	26	0	19	69	0	0	0	88	6	0	216	910
5:30 PM	0	0	0	0	12	0	19	0	23	82	0	0	0	81	8	0	225	902
5:45 PM	0	0	0	0	6	0	11	0	23	77	1	0	0	75	11	0	204	846
6:00 PM	0	0	0	0	3	0	15	0	21	74	0	0	0	67	4	0	184	829
6:15 PM	0	0	0	0	7	0	16	0	14	52	0	0	0	52	5	0	146	759
6:30 PM	0	0	0	0	5	0	13	0	10	57	0	0	0	62	5	0	152	686
6:45 PM	0	0	0	0	5	0	12	0	13	58	0	0	0	48	9	0	145	627
7:00 PM	0	0	0	0	5	0	9	0	13	45	0	0	0	43	2	0	117	560
7:15 PM	0	0	0	0	2	0	11	0	12	46	0	0	0	42	8	0	121	535
7:30 PM	0	0	0	0	1	0	18	0	12	38	0	0	0	41	4	0	114	497
7:45 PM	0	0	0	0	4	0	10	0	9	36	0	0	0	41	5	0	105	457
8:00 PM	0	0	0	0	4	0	4	0	9	35	1	0	0	35	4	0	92	432
8:15 PM	0	0	0	0	1	0	1	0	7	29	1	0	0	31	1	0	71	382
8:30 PM	0	0	0	0	1	0	8	0	13	32	0	0	0	36	0	0	90	358
8:45 PM	0	0	0	0	3	0	9	0	5	24	0	0	0	45	4	0	90	343
9:00 PM	0	0	0	0	1	0	8	0	7	18	0	0	0	23	3	0	60	311
9:15 PM	0	0	0	0	1	0	7	0	6	19	0	0	0	26	5	0	64	304
9:30 PM	0	0	0	0	2	0	5	0	4	13	0	0	0	22	1	0	47	261
9:45 PM	0	0	0	0	2	0	4	0	9	19	0	0	0	19	1	0	54	225

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	40	0	116	0	88	368	0	0	0	480	48	0	1140
Heavy Trucks	0	0	0		12	0	16		20	92	0		0	108	12		260
Buses																	
Pedestrians		4				4				0				0			8
Bicycles	0	0	0		0	0	4		4	0	0		0	0	0		8
Scooters																	

Comments:

Report generated on 7/24/2022 12:23 AM

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

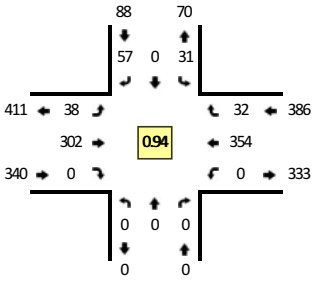
Type of peak hour being reported: Intersection Peak

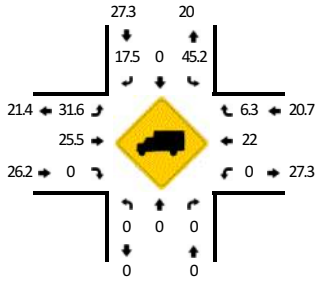
Method for determining peak hour: Total Entering Volume

LOCATION: N Fork Rd -- OR 126
CITY/STATE: Florence, OR

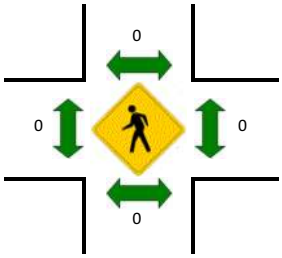
QC JOB #: 15890313
DATE: Thu, Jun 3 2021

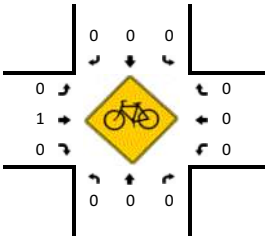
Peak-Hour: 2:15 PM -- 3:15 PM
Peak 15-Min: 2:15 PM -- 2:30 PM

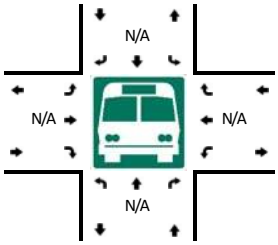


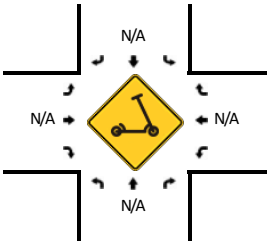


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	N Fork Rd (Northbound)				N Fork Rd (Southbound)				OR 126 (Eastbound)				OR 126 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	0	0	0	1	0	4	0	1	16	0	0	0	15	0	0	37	
6:15 AM	0	0	0	0	1	0	1	0	3	22	0	0	0	22	0	0	49	
6:30 AM	0	0	0	0	4	0	10	0	1	17	0	0	0	18	0	0	50	
6:45 AM	0	0	0	0	5	0	11	0	5	19	0	0	0	29	2	0	71	207
7:00 AM	0	0	0	0	3	0	2	0	2	30	0	0	0	25	2	0	64	234
7:15 AM	0	0	0	0	9	0	13	0	3	32	0	0	0	38	8	0	103	288
7:30 AM	0	0	0	0	3	0	16	0	6	28	0	0	0	36	5	0	94	332
7:45 AM	0	0	0	0	2	0	27	0	7	31	0	0	0	48	6	0	121	382
8:00 AM	0	0	0	0	4	0	16	0	9	39	0	0	0	51	6	0	125	443
8:15 AM	0	0	0	0	5	0	6	0	6	47	0	0	0	55	4	0	123	463
8:30 AM	0	0	0	0	6	0	10	0	2	37	0	0	0	50	7	0	112	481
8:45 AM	0	0	0	0	6	0	9	0	7	49	0	0	0	50	3	0	124	484
9:00 AM	0	0	0	0	5	0	7	0	6	46	0	0	0	47	6	0	117	476
9:15 AM	0	0	0	0	7	0	9	0	5	41	0	0	0	42	3	0	107	460
9:30 AM	0	0	0	0	8	0	7	0	7	39	0	0	0	55	4	0	120	468
9:45 AM	0	0	0	0	4	0	10	0	11	59	0	0	0	64	4	0	152	496
10:00 AM	0	0	0	0	8	0	10	0	11	61	0	0	0	49	3	0	142	521
10:15 AM	0	0	0	0	8	0	7	0	7	51	0	0	0	47	3	0	123	537
10:30 AM	0	0	0	0	2	0	9	0	5	47	0	0	0	58	3	0	124	541
10:45 AM	0	0	0	0	4	0	15	0	4	66	0	0	0	54	4	0	147	536
11:00 AM	0	0	0	0	4	0	9	0	4	48	0	0	0	83	8	0	156	550
11:15 AM	0	0	0	0	6	0	5	0	6	60	0	0	0	63	12	0	152	579
11:30 AM	0	0	0	0	4	0	17	0	9	59	0	0	0	70	8	0	167	622
11:45 AM	0	0	0	0	5	0	13	0	16	60	0	0	0	80	7	0	181	656
12:00 PM	0	0	0	0	7	0	18	0	17	66	0	0	0	55	7	0	170	670
12:15 PM	0	0	0	0	5	0	11	0	17	86	0	0	0	77	6	0	202	720
12:30 PM	0	0	0	0	9	0	11	0	11	54	0	0	0	75	6	0	166	719
12:45 PM	0	0	0	0	3	0	14	0	10	63	0	0	0	72	9	0	171	709
1:00 PM	0	0	0	0	4	0	13	0	9	71	0	0	0	74	6	0	177	716
1:15 PM	0	0	0	0	6	0	15	0	3	62	0	0	0	71	9	0	166	680
1:30 PM	0	0	0	0	12	0	14	0	8	64	0	0	0	65	6	0	169	683
1:45 PM	0	0	0	0	6	0	9	0	17	67	0	0	0	67	11	0	177	689
2:00 PM	0	0	0	0	12	0	8	0	10	72	0	0	0	61	5	0	168	680
2:15 PM	0	0	0	0	6	0	19	0	13	80	0	0	0	91	8	0	217	731
2:30 PM	0	0	0	0	10	0	11	0	10	75	0	0	0	96	12	0	214	776
2:45 PM	0	0	0	0	9	0	15	0	7	81	0	0	0	92	8	0	212	811
3:00 PM	0	0	0	0	6	0	12	0	8	66	0	0	0	75	4	0	171	814
3:15 PM	0	0	0	0	9	0	6	0	12	53	0	0	0	86	8	0	174	771

15-Min Count Period Beginning At	N Fork Rd (Northbound)				N Fork Rd (Southbound)				OR 126 (Eastbound)				OR 126 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	0	0	0	5	0	11	0	23	77	0	0	0	69	8	0	193	750
3:45 PM	0	0	0	0	3	0	7	0	10	66	0	0	0	75	10	0	171	709
4:00 PM	0	0	0	0	7	0	11	0	10	70	0	0	0	72	3	0	173	711
4:15 PM	0	0	0	0	5	0	9	0	13	66	0	0	0	54	7	0	154	691
4:30 PM	0	0	0	0	7	0	16	0	15	60	0	0	0	60	3	0	161	659
4:45 PM	0	0	0	0	5	0	10	0	9	61	0	0	0	82	11	0	178	666
5:00 PM	0	0	0	0	8	0	9	0	15	63	0	0	0	70	2	0	167	660
5:15 PM	0	0	0	0	8	0	11	0	14	57	0	0	0	67	8	0	165	671
5:30 PM	0	0	0	0	8	0	9	0	14	66	0	0	0	70	6	0	173	683
5:45 PM	0	0	0	0	4	0	7	0	9	58	0	0	0	69	6	0	153	658
6:00 PM	0	0	0	0	6	0	9	0	7	52	0	0	0	54	9	0	137	628
6:15 PM	0	0	0	0	2	0	2	0	14	37	0	0	0	45	9	0	109	572
6:30 PM	0	0	0	0	1	0	5	0	9	45	0	0	0	52	3	0	115	514
6:45 PM	0	0	0	0	3	0	4	0	14	40	0	0	0	51	5	0	117	478
7:00 PM	0	0	0	0	5	0	5	0	3	42	0	0	0	33	5	0	93	434
7:15 PM	0	0	0	0	3	0	4	0	3	39	0	0	0	34	2	0	85	410
7:30 PM	0	0	0	0	1	0	3	0	7	30	0	0	0	41	6	0	88	383
7:45 PM	0	0	0	0	5	0	3	0	3	30	0	0	0	31	2	0	74	340
8:00 PM	0	0	0	0	2	0	5	0	4	32	0	0	0	23	3	0	69	316
8:15 PM	0	0	0	0	3	0	3	0	3	17	0	0	0	18	1	0	45	276
8:30 PM	0	0	0	0	4	0	3	0	6	18	0	0	0	24	2	0	57	245
8:45 PM	0	0	0	0	0	0	2	0	7	16	0	0	0	21	1	0	47	218
9:00 PM	0	0	0	0	3	0	2	0	4	16	0	0	0	20	2	0	47	196
9:15 PM	0	0	0	0	0	0	2	0	0	14	0	0	0	16	0	0	32	183
9:30 PM	0	0	0	0	2	0	3	0	2	9	0	0	0	7	0	0	23	149
9:45 PM	0	0	0	0	2	0	0	0	4	13	0	0	0	16	5	0	40	142

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	24	0	76	0	52	320	0	0	0	364	32	0	868
Heavy Trucks	0	0	0		16	0	16		24	64	0		0	84	0		204
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	4	0		0	0	0		4
Scooters																	

Comments:

Report generated on 7/24/2022 12:24 AM

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

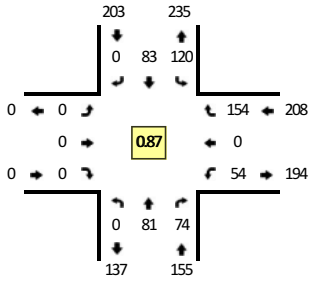
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

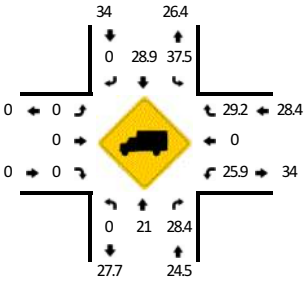
LOCATION: Rhododendron Dr -- 35th St
CITY/STATE: Florence, OR

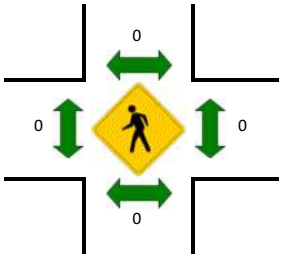
QC JOB #: 15890314
DATE: Thu, Jun 3 2021

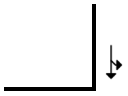
Peak-Hour: 11:30 AM -- 12:30 PM
Peak 15-Min: 11:45 AM -- 12:00 PM

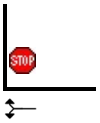


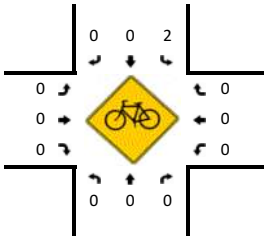
Quality Counts
DATA THAT DRIVES COMMUNITIES

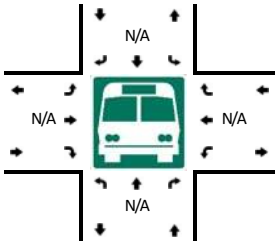


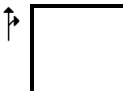


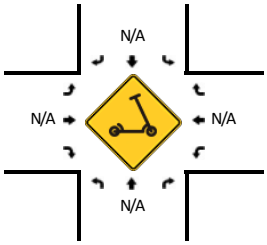












15-Min Count Period Beginning At	Rhododendron Dr (Northbound)				Rhododendron Dr (Southbound)				35th St (Eastbound)				35th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	2	0	0	1	3	0	0	0	0	0	0	4	0	3	0	13	
6:15 AM	0	0	2	0	4	5	0	0	0	0	0	0	1	0	4	0	16	
6:30 AM	0	2	2	0	11	12	0	0	0	0	0	0	4	0	4	0	35	
6:45 AM	0	6	3	0	9	10	0	0	0	0	0	0	4	0	8	0	40	104
7:00 AM	0	3	1	0	15	8	0	0	0	0	0	0	1	0	8	0	36	127
7:15 AM	0	3	1	0	11	10	0	0	0	0	0	0	3	0	7	0	35	146
7:30 AM	0	7	2	0	17	12	0	0	0	0	0	0	5	0	18	0	61	172
7:45 AM	0	15	10	0	33	23	0	0	0	0	0	0	2	0	14	0	97	229
8:00 AM	0	5	4	0	25	14	0	0	0	0	0	0	11	0	15	0	74	267
8:15 AM	0	12	8	0	21	10	0	0	0	0	0	0	3	0	23	0	77	309
8:30 AM	0	5	5	0	23	20	0	0	0	0	0	0	7	0	15	0	75	323
8:45 AM	0	6	12	0	34	16	0	0	0	0	0	0	9	0	18	0	95	321
9:00 AM	0	7	13	0	20	16	0	0	0	0	0	0	4	0	20	0	80	327
9:15 AM	0	15	11	0	24	8	0	0	0	0	0	0	10	0	24	0	92	342
9:30 AM	0	12	12	0	14	14	0	0	0	0	0	0	11	0	20	0	83	350
9:45 AM	0	8	12	0	17	26	0	0	0	0	0	0	7	0	28	0	98	353
10:00 AM	0	15	10	0	19	19	0	0	0	0	0	0	10	0	23	0	96	369
10:15 AM	0	11	8	0	31	10	0	0	0	0	0	0	13	0	24	0	97	374
10:30 AM	0	19	12	0	25	16	0	0	0	0	0	0	19	0	18	0	109	400
10:45 AM	0	13	16	0	34	25	0	0	0	0	0	0	7	0	22	0	117	419
11:00 AM	0	17	13	0	37	25	0	0	0	0	0	0	10	0	27	0	129	452
11:15 AM	0	15	11	0	30	16	0	0	0	0	0	0	13	0	25	0	110	465
11:30 AM	0	17	15	0	24	19	0	0	0	0	0	0	10	0	44	0	129	485
11:45 AM	0	23	22	0	43	23	0	0	0	0	0	0	14	0	37	0	162	530
12:00 PM	0	21	19	0	31	21	0	0	0	0	0	0	16	0	38	0	146	547
12:15 PM	0	20	18	0	22	20	0	0	0	0	0	0	14	0	35	0	129	566
12:30 PM	0	16	10	0	30	27	0	0	0	0	0	0	15	0	27	0	125	562
12:45 PM	0	13	15	0	30	19	0	0	0	0	0	0	19	0	31	0	127	527
1:00 PM	0	17	21	0	24	27	0	0	0	0	0	0	17	0	46	0	152	533
1:15 PM	0	17	13	0	34	20	0	0	0	0	0	0	14	0	28	0	126	530
1:30 PM	0	15	15	0	19	28	0	0	0	0	0	0	13	0	32	0	122	527
1:45 PM	0	14	14	0	26	17	0	0	0	0	0	0	9	0	27	0	107	507
2:00 PM	0	19	14	0	29	24	0	0	0	0	0	0	10	0	36	0	132	487
2:15 PM	0	12	11	0	19	24	0	0	0	0	0	0	13	0	29	0	108	469
2:30 PM	0	14	12	0	21	31	0	0	0	0	0	0	8	0	26	0	112	459
2:45 PM	0	20	14	0	25	16	0	0	0	0	0	0	10	0	40	0	125	477
3:00 PM	0	21	13	0	34	31	0	0	0	0	0	0	10	0	25	0	134	479
3:15 PM	0	18	16	0	19	25	0	0	0	0	0	0	19	0	44	0	141	512

15-Min Count Period Beginning At	Rhododendron Dr (Northbound)				Rhododendron Dr (Southbound)				35th St (Eastbound)				35th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	15	14	0	22	12	0	0	0	0	0	0	10	0	33	0	106	506
3:45 PM	0	25	18	0	23	19	0	0	0	0	0	0	10	0	29	0	124	505
4:00 PM	0	19	9	0	31	21	0	0	0	0	0	0	9	0	20	0	109	480
4:15 PM	0	15	14	0	24	22	0	0	0	0	0	0	7	0	38	0	120	459
4:30 PM	0	9	12	0	20	15	0	0	0	0	0	0	9	0	25	0	90	443
4:45 PM	0	15	9	0	16	14	0	0	0	0	0	0	11	0	43	0	108	427
5:00 PM	0	27	9	0	20	16	0	0	0	0	0	0	5	0	33	0	110	428
5:15 PM	0	17	7	0	12	10	0	0	0	0	0	0	3	0	27	0	76	384
5:30 PM	0	13	9	0	15	15	0	0	0	0	0	0	9	0	24	0	85	379
5:45 PM	0	14	7	0	17	12	0	0	0	0	0	0	6	0	22	0	78	349
6:00 PM	0	20	9	0	16	12	0	0	0	0	0	0	4	0	25	0	86	325
6:15 PM	0	13	8	0	17	9	0	0	0	0	0	0	7	0	21	0	75	324
6:30 PM	0	10	1	0	15	7	0	0	0	0	0	0	8	0	23	0	64	303
6:45 PM	0	10	4	0	5	9	0	0	0	0	0	0	3	0	17	0	48	273
7:00 PM	0	2	4	0	6	4	0	0	0	0	0	0	3	0	16	0	35	222
7:15 PM	0	10	2	0	5	7	0	0	0	0	0	0	3	0	9	0	36	183
7:30 PM	0	7	0	0	9	5	0	0	0	0	0	0	1	0	12	0	34	153
7:45 PM	0	8	0	0	5	7	0	0	0	0	0	0	1	0	13	0	34	139
8:00 PM	0	4	1	0	3	7	0	0	0	0	0	0	0	0	5	0	20	124
8:15 PM	0	7	2	0	5	0	0	0	0	0	0	0	1	0	5	0	20	108
8:30 PM	0	7	3	0	3	7	0	0	0	0	0	0	0	0	8	0	28	102
8:45 PM	0	9	4	0	4	6	0	0	0	0	0	0	2	0	7	0	32	100
9:00 PM	0	3	3	0	6	8	0	0	0	0	0	0	2	0	6	0	28	108
9:15 PM	0	10	0	0	3	2	0	0	0	0	0	0	0	0	7	0	22	110
9:30 PM	0	4	0	0	3	7	0	0	0	0	0	0	2	0	5	0	21	103
9:45 PM	0	3	1	0	4	3	0	0	0	0	0	0	1	0	4	0	16	87

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	92	88	0	172	92	0	0	0	0	0	0	56	0	148	0	648
Heavy Trucks	0	20	24		52	12	0		0	0	0		12	0	40		160
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/1/2022 5:06 PM

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

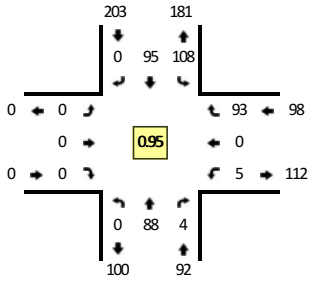
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

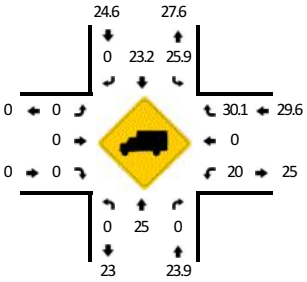
LOCATION: Rhododendron Dr -- 9th St
CITY/STATE: Florence, OR

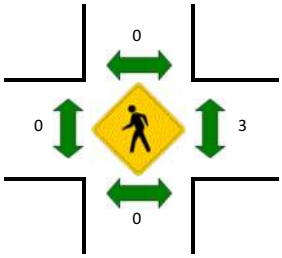
QC JOB #: 15890315
DATE: Thu, Jun 3 2021

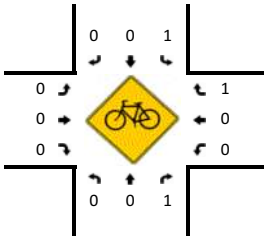
Peak-Hour: 12:30 PM -- 1:30 PM
Peak 15-Min: 12:30 PM -- 12:45 PM

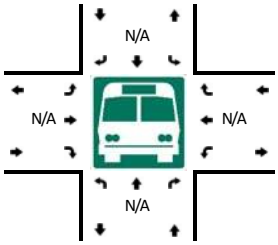


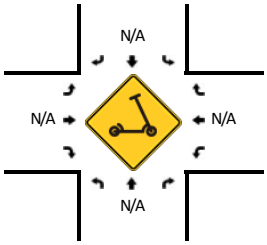
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	Rhododendron Dr (Northbound)				Rhododendron Dr (Southbound)				9th St (Eastbound)				9th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	0	1	0	9	3	0	0	0	0	0	0	0	0	3	0	16	
6:15 AM	0	1	0	0	8	5	0	0	0	0	0	0	0	0	1	0	15	
6:30 AM	0	1	0	0	10	5	0	0	0	0	0	0	0	0	5	0	21	
6:45 AM	0	3	0	0	9	8	0	0	0	0	0	0	1	0	7	0	28	80
7:00 AM	0	4	0	0	8	6	0	0	0	0	0	0	0	0	3	0	21	85
7:15 AM	0	3	1	0	10	9	0	0	0	0	0	0	0	0	4	0	27	97
7:30 AM	0	5	2	0	10	10	0	0	0	0	0	0	0	0	6	0	33	109
7:45 AM	0	16	2	0	27	10	0	0	0	0	0	0	1	0	7	0	63	144
8:00 AM	0	7	1	0	18	11	0	0	0	0	0	0	0	0	3	0	40	163
8:15 AM	0	6	2	0	7	12	0	0	0	0	0	0	0	0	14	0	41	177
8:30 AM	0	2	1	0	11	9	0	0	0	0	0	0	1	0	9	0	33	177
8:45 AM	0	8	0	0	26	11	0	0	0	0	0	0	2	0	7	0	54	168
9:00 AM	0	7	1	0	14	13	0	0	0	0	0	0	0	0	14	0	49	177
9:15 AM	0	10	1	0	14	10	0	0	0	0	0	0	1	0	18	0	54	190
9:30 AM	0	10	1	0	17	12	0	0	0	0	0	0	1	0	13	0	54	211
9:45 AM	0	4	2	0	28	15	0	0	0	0	0	0	3	0	12	0	64	221
10:00 AM	0	19	2	0	20	21	0	0	0	0	0	0	4	0	21	0	87	259
10:15 AM	0	14	1	0	22	12	0	0	0	0	0	0	2	0	17	0	68	273
10:30 AM	0	17	3	0	15	21	0	0	0	0	0	0	0	0	19	0	75	294
10:45 AM	0	16	0	0	32	17	0	0	0	0	0	0	0	0	15	0	80	310
11:00 AM	0	12	0	0	26	24	0	0	0	0	0	0	2	0	28	0	92	315
11:15 AM	0	15	0	0	23	15	0	0	0	0	0	0	2	0	19	0	74	321
11:30 AM	0	13	1	0	16	26	0	0	0	0	0	0	1	0	21	0	78	324
11:45 AM	0	24	2	0	29	22	0	0	0	0	0	0	0	0	18	0	95	339
12:00 PM	0	27	0	0	15	15	0	0	0	0	0	0	1	0	27	0	85	332
12:15 PM	0	19	0	0	21	20	0	0	0	0	0	0	2	0	23	0	85	343
12:30 PM	0	24	2	0	27	23	0	0	0	0	0	0	0	0	27	0	103	368
12:45 PM	0	15	0	0	24	26	0	0	0	0	0	0	3	0	21	0	89	362
1:00 PM	0	27	0	0	27	26	0	0	0	0	0	0	2	0	19	0	101	378
1:15 PM	0	22	2	0	30	20	0	0	0	0	0	0	0	0	26	0	100	393
1:30 PM	0	16	2	0	24	23	0	0	0	0	0	0	1	0	22	0	88	378
1:45 PM	0	15	3	0	27	21	0	0	0	0	0	0	0	0	16	0	82	371
2:00 PM	0	21	1	0	20	16	0	0	0	0	0	0	1	0	22	0	81	351
2:15 PM	0	17	2	0	19	21	0	0	0	0	0	0	5	0	26	0	90	341
2:30 PM	0	26	0	0	19	20	0	0	0	1	0	0	0	0	22	0	88	341
2:45 PM	0	26	2	0	36	14	0	0	0	0	0	0	8	0	20	0	106	365
3:00 PM	1	16	1	0	21	21	0	0	0	0	0	0	0	0	24	0	84	368
3:15 PM	0	18	1	0	23	17	0	0	0	0	0	0	0	0	24	0	83	361

15-Min Count Period Beginning At	Rhododendron Dr (Northbound)				Rhododendron Dr (Southbound)				9th St (Eastbound)				9th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	15	0	0	10	18	0	0	0	0	0	0	2	0	21	0	66	339
3:45 PM	0	18	1	0	11	18	0	0	0	0	0	0	0	0	15	0	63	296
4:00 PM	0	20	1	0	22	22	0	0	0	0	0	0	2	0	11	0	78	290
4:15 PM	0	18	0	0	17	17	0	0	0	0	0	0	2	0	21	0	75	282
4:30 PM	0	13	1	0	14	12	0	0	0	0	0	0	2	0	16	0	58	274
4:45 PM	0	10	0	0	15	20	0	0	0	0	0	0	2	0	21	0	68	279
5:00 PM	0	22	0	0	10	10	0	0	0	0	0	0	2	0	26	0	70	271
5:15 PM	0	10	0	0	15	9	0	0	0	0	0	0	0	0	19	0	53	249
5:30 PM	0	17	1	0	14	11	0	0	0	0	0	0	1	0	11	0	55	246
5:45 PM	0	7	1	0	11	7	0	0	0	0	0	0	2	0	13	0	41	219
6:00 PM	0	11	1	0	8	11	0	0	0	0	0	0	1	0	21	0	53	202
6:15 PM	0	15	0	0	4	12	0	0	0	0	0	0	2	0	14	0	47	196
6:30 PM	0	10	2	0	9	6	0	0	0	0	0	0	0	0	9	0	36	177
6:45 PM	0	6	2	0	8	10	0	0	0	0	0	0	0	0	9	0	35	171
7:00 PM	0	6	0	0	3	4	0	0	0	0	0	0	0	0	8	0	21	139
7:15 PM	0	6	1	0	5	7	0	0	0	0	0	0	0	0	10	0	29	121
7:30 PM	0	6	0	0	4	5	0	0	0	0	0	0	0	0	8	0	23	108
7:45 PM	0	4	0	0	6	3	0	0	0	0	0	0	0	0	7	0	20	93
8:00 PM	0	2	0	0	2	3	0	0	0	0	0	0	1	0	6	0	14	86
8:15 PM	0	9	0	0	2	4	0	0	0	0	0	0	0	0	6	0	21	78
8:30 PM	0	6	1	0	3	2	0	0	0	0	0	0	0	0	4	0	16	71
8:45 PM	0	10	0	0	8	3	0	0	0	0	0	0	1	0	5	0	27	78
9:00 PM	0	4	0	0	4	5	0	0	0	0	0	0	1	0	3	0	17	81
9:15 PM	0	7	0	0	4	5	0	0	0	0	0	0	0	0	10	0	26	86
9:30 PM	0	5	0	0	5	2	0	0	0	0	0	0	0	0	1	0	13	83
9:45 PM	0	8	0	0	3	2	0	0	0	0	0	0	0	0	5	0	18	74

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	96	8	0	108	92	0	0	0	0	0	0	0	0	108	0	412
Heavy Trucks	0	24	0		16	20	0		0	0	0		0	0	32		92
Buses																	
Pedestrians		0				0				0				8			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	4		4
Scooters																	

Comments:

Report generated on 8/1/2022 5:06 PM

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

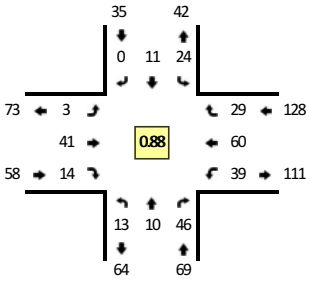
Type of peak hour being reported: Intersection Peak

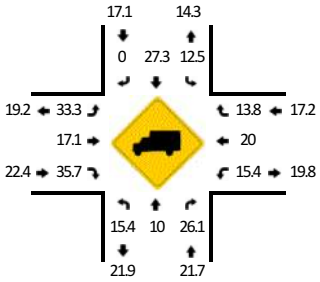
Method for determining peak hour: Total Entering Volume

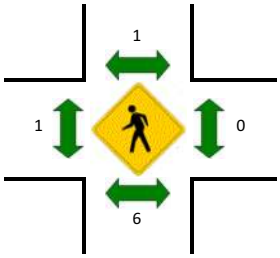
LOCATION: 4th Ave/Rhododendron Dr -- Kiwanda St/Heceta Beach Rd
CITY/STATE: Heceta Beach, OR

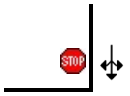
QC JOB #: 15890316
DATE: Thu, Jun 3 2021

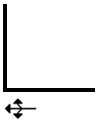
Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

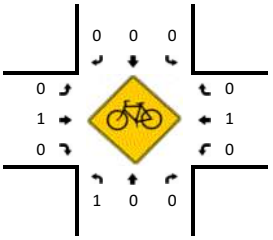


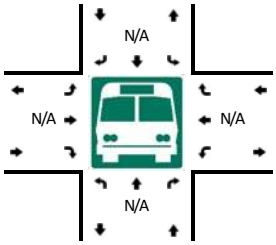


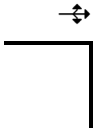


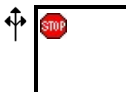


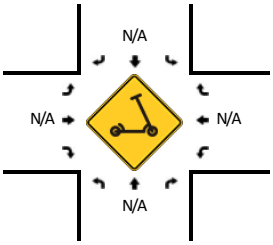












15-Min Count Period Beginning At	4th Ave/Rhododendron Dr (Northbound)				4th Ave/Rhododendron Dr (Southbound)				Kiwanda St/Heceta Beach Rd (Eastbound)				Kiwanda St/Heceta Beach Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	3	
6:15 AM	1	0	3	0	0	0	0	0	0	2	0	0	1	1	1	0	9	
6:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	3	0	0	5	
6:45 AM	0	0	3	0	2	0	0	0	0	1	2	0	2	3	0	0	13	30
7:00 AM	0	1	6	0	4	0	0	0	0	1	0	0	2	1	1	0	16	43
7:15 AM	0	0	3	0	2	2	0	0	0	2	0	0	3	9	3	0	24	58
7:30 AM	2	0	3	0	1	1	0	0	0	4	1	0	4	3	1	0	20	73
7:45 AM	5	0	4	0	1	6	0	0	0	5	5	0	6	6	1	0	39	99
8:00 AM	2	1	4	0	1	0	0	0	0	6	2	0	2	7	2	0	27	110
8:15 AM	1	0	6	0	4	2	0	0	0	5	3	0	2	4	4	0	31	117
8:30 AM	1	2	6	0	2	5	0	0	0	7	2	0	3	3	1	0	32	129
8:45 AM	2	2	6	0	2	2	1	0	1	5	1	0	5	4	1	0	32	122
9:00 AM	1	2	5	0	2	3	0	0	0	5	1	0	4	7	2	0	32	127
9:15 AM	4	2	11	0	3	0	0	0	0	8	1	0	6	7	1	0	43	139
9:30 AM	3	0	8	0	4	4	1	0	0	10	2	0	2	6	3	0	43	150
9:45 AM	0	4	8	0	7	4	0	0	1	9	2	0	9	6	3	0	53	171
10:00 AM	5	1	12	0	5	1	1	0	2	6	0	0	6	6	4	0	49	188
10:15 AM	7	3	10	0	6	1	1	0	0	15	6	0	5	11	3	0	68	213
10:30 AM	3	0	7	0	6	2	0	0	0	12	3	0	7	9	1	0	50	220
10:45 AM	1	7	8	0	7	6	0	0	0	11	4	0	5	8	6	0	63	230
11:00 AM	4	1	7	0	6	6	0	0	0	15	5	0	6	5	5	0	60	241
11:15 AM	4	1	14	0	6	4	0	0	0	10	4	0	8	9	9	0	69	242
11:30 AM	0	5	10	0	3	0	1	0	0	7	5	0	11	7	2	0	51	243
11:45 AM	5	3	15	0	2	3	0	0	0	12	5	0	8	11	4	0	68	248
12:00 PM	5	3	17	0	11	3	0	0	1	13	3	0	11	7	2	0	76	264
12:15 PM	2	2	9	0	4	4	0	0	1	7	1	0	11	9	5	0	55	250
12:30 PM	3	3	13	0	5	3	0	0	0	7	2	0	10	11	4	0	61	260
12:45 PM	3	2	17	0	5	2	0	0	0	7	4	0	10	17	4	0	71	263
1:00 PM	5	1	5	0	3	4	0	0	0	9	2	0	15	10	4	0	58	245
1:15 PM	2	2	6	0	5	2	1	0	0	12	1	0	10	10	6	0	57	247
1:30 PM	6	2	12	0	5	4	0	0	0	19	5	0	10	17	9	0	89	275
1:45 PM	5	1	13	0	7	2	0	0	0	9	3	0	2	6	3	0	51	255
2:00 PM	0	2	8	0	6	3	1	0	0	9	3	0	15	5	3	0	55	252
2:15 PM	2	2	19	0	4	0	1	0	0	8	2	0	11	12	2	0	63	258
2:30 PM	6	3	9	0	5	1	0	0	0	7	4	0	9	21	9	0	74	243
2:45 PM	3	3	8	0	6	4	0	0	0	9	6	0	6	11	7	0	63	255
3:00 PM	4	2	11	0	4	5	0	0	1	8	3	0	13	8	5	0	64	264
3:15 PM	2	7	7	0	1	3	0	0	0	9	3	0	5	5	6	0	48	249
3:30 PM	3	4	12	0	5	5	1	0	0	5	2	0	15	12	5	0	69	244

15-Min Count Period Beginning At	4th Ave/Rhododendron Dr (Northbound)				4th Ave/Rhododendron Dr (Southbound)				Kiwanda St/Heceta Beach Rd (Eastbound)				Kiwanda St/Heceta Beach Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:45 PM	5	4	9	0	7	3	0	0	0	10	7	0	10	16	6	0	77	258
4:00 PM	2	2	14	0	8	2	0	0	2	13	2	0	9	12	7	0	73	267
4:15 PM	1	2	12	0	3	3	0	0	0	5	3	0	6	15	8	0	58	277
4:30 PM	5	2	11	0	6	3	0	0	1	13	2	0	14	17	8	0	82	290
4:45 PM	6	2	14	0	3	2	1	0	1	6	1	0	13	8	8	0	65	278
5:00 PM	5	4	11	0	2	0	1	0	0	11	3	0	14	11	6	0	68	273
5:15 PM	3	0	8	0	2	3	0	0	0	7	1	0	4	4	6	0	38	253
5:30 PM	0	2	7	0	4	1	0	0	1	5	1	0	9	4	2	0	36	207
5:45 PM	3	4	5	0	3	3	0	0	0	7	1	0	9	10	4	0	49	191
6:00 PM	2	0	6	0	3	1	0	0	0	7	4	0	5	7	1	0	36	159
6:15 PM	1	1	12	0	2	3	0	0	0	6	0	0	8	6	4	0	43	164
6:30 PM	3	1	7	0	4	1	1	0	0	7	0	0	12	7	6	0	49	177
6:45 PM	2	2	9	0	1	1	0	0	0	0	0	0	5	10	8	0	38	166
7:00 PM	1	0	1	0	1	0	0	0	0	4	0	0	7	4	4	0	22	152
7:15 PM	1	3	6	0	3	4	0	0	1	5	2	0	3	3	2	0	33	142
7:30 PM	4	2	3	0	3	0	0	0	0	7	1	0	2	7	3	0	32	125
7:45 PM	2	1	5	0	3	0	0	0	0	3	2	0	4	7	3	0	30	117
8:00 PM	0	0	5	0	1	0	1	0	0	3	0	0	3	6	4	0	23	118
8:15 PM	2	0	2	0	6	0	0	0	0	6	0	0	1	3	2	0	22	107
8:30 PM	1	1	3	0	3	0	0	0	0	2	1	0	4	9	3	0	27	102
8:45 PM	0	1	3	0	2	2	0	0	0	5	0	0	2	4	4	0	23	95
9:00 PM	1	0	2	0	0	2	0	0	0	5	2	0	3	6	0	0	21	93
9:15 PM	0	1	6	0	1	0	0	0	0	2	1	0	1	2	2	0	16	87
9:30 PM	0	2	3	0	0	0	0	0	0	0	1	0	2	4	3	0	15	75
9:45 PM	1	1	3	0	2	0	0	0	0	0	1	0	3	1	2	0	14	66

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	20	8	44	0	24	12	0	0	4	52	8	0	56	68	32	0	328
Heavy Trucks	0	4	4		0	4	0		0	4	4		8	12	4		44
Buses																	
Pedestrians		4				4				4				0			12
Bicycles	4	0	0		0	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

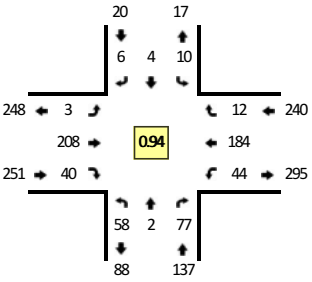
Report generated on 8/1/2022 5:06 PM

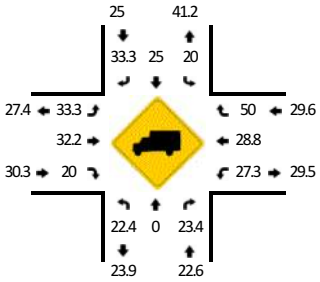
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

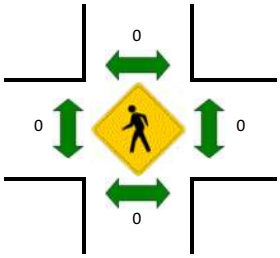
LOCATION: Kingwood St -- 35th St | **QC JOB #:** 15890317
CITY/STATE: Florence, OR | **DATE:** Thu, Jun 3 2021

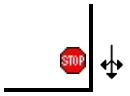
Peak-Hour: 11:45 AM -- 12:45 PM
Peak 15-Min: 11:45 AM -- 12:00 PM

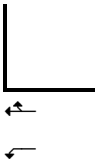


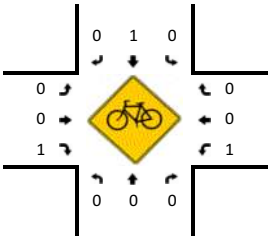


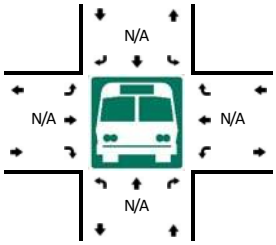
Quality Counts
DATA THAT DRIVES COMMUNITIES

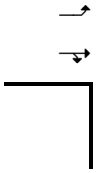


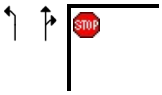


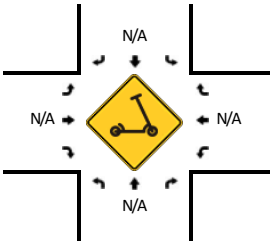












15-Min Count Period Beginning At	Kingwood St (Northbound)				Kingwood St (Southbound)				35th St (Eastbound)				35th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	1	0	0	0	0	0	0	0	0	5	1	0	2	4	0	0	13	
6:15 AM	1	0	2	0	0	0	0	0	0	6	3	0	2	5	0	0	19	
6:30 AM	1	1	1	0	0	0	0	0	0	9	9	0	4	7	1	0	33	
6:45 AM	3	0	5	0	0	0	0	0	0	16	3	0	5	11	1	0	44	109
7:00 AM	1	0	4	0	0	0	0	0	1	15	2	0	2	11	2	0	38	134
7:15 AM	2	0	5	0	0	0	0	0	0	17	9	0	6	15	1	0	55	170
7:30 AM	3	0	8	0	0	0	0	0	1	17	6	0	8	17	1	0	61	198
7:45 AM	4	0	7	0	0	0	1	0	1	41	13	0	22	21	2	0	112	266
8:00 AM	11	0	10	0	0	1	1	0	3	27	11	0	5	21	4	0	94	322
8:15 AM	8	0	10	0	0	0	0	0	0	33	8	0	6	26	2	0	93	360
8:30 AM	6	0	8	0	2	0	1	0	1	35	11	0	11	23	2	0	100	399
8:45 AM	7	0	12	0	0	0	0	0	1	45	13	0	12	24	0	0	114	401
9:00 AM	10	0	17	0	1	0	0	0	2	30	8	0	7	22	1	0	98	405
9:15 AM	9	0	14	0	0	0	0	0	2	33	9	0	10	30	5	0	112	424
9:30 AM	9	0	19	0	0	1	0	0	0	31	8	0	7	30	4	0	109	433
9:45 AM	9	0	15	0	1	0	1	0	0	29	9	0	6	31	1	0	102	421
10:00 AM	10	0	11	0	2	1	3	0	0	33	1	0	6	24	1	0	92	415
10:15 AM	8	1	14	0	0	0	1	0	0	39	7	0	11	30	0	0	111	414
10:30 AM	10	1	11	0	1	0	0	0	0	45	3	0	8	36	1	0	116	421
10:45 AM	6	0	23	0	0	1	0	0	0	57	9	0	4	22	0	0	122	441
11:00 AM	10	0	11	0	0	0	0	0	1	46	10	0	8	43	1	0	130	479
11:15 AM	8	0	14	0	2	0	0	0	0	45	7	0	8	36	5	0	125	493
11:30 AM	15	1	13	0	2	0	0	0	0	27	10	0	11	53	3	0	135	512
11:45 AM	18	0	18	0	5	3	1	0	1	63	13	0	11	39	1	0	173	563
12:00 PM	17	2	22	0	0	0	1	0	1	50	6	0	10	53	2	0	164	597
12:15 PM	15	0	13	0	3	1	3	0	1	47	10	0	11	50	4	0	158	630
12:30 PM	8	0	24	0	2	0	1	0	0	48	11	0	12	42	5	0	153	648
12:45 PM	13	1	12	0	4	3	1	0	0	49	15	0	13	50	3	0	164	639
1:00 PM	24	0	16	0	6	0	1	0	0	43	11	0	7	53	3	0	164	639
1:15 PM	14	0	7	0	3	0	1	0	0	37	13	0	20	41	1	0	137	618
1:30 PM	8	0	17	0	0	0	0	0	0	39	5	0	9	37	2	0	117	582
1:45 PM	9	0	14	0	1	1	0	0	1	38	16	0	6	41	3	0	130	548
2:00 PM	9	0	17	0	2	1	0	0	1	41	8	0	15	47	1	0	142	526
2:15 PM	16	0	12	0	1	1	0	0	0	32	5	0	9	39	1	0	116	505
2:30 PM	11	0	13	0	2	1	0	0	1	35	15	0	10	38	0	0	126	514
2:45 PM	17	1	20	0	2	2	1	0	0	36	13	0	13	43	1	0	149	533
3:00 PM	7	1	20	0	0	0	0	0	0	46	8	0	16	44	1	0	143	534
3:15 PM	9	0	14	0	2	0	0	0	1	30	7	0	11	53	1	0	128	546

15-Min Count Period Beginning At	Kingwood St (Northbound)				Kingwood St (Southbound)				35th St (Eastbound)				35th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	18	2	22	0	1	1	1	0	0	42	8	0	6	45	0	0	146	566
3:45 PM	10	2	19	0	3	3	1	0	0	39	9	0	17	32	2	0	137	554
4:00 PM	11	0	14	0	2	0	0	0	0	38	11	0	13	34	0	0	123	534
4:15 PM	15	0	20	0	0	3	1	0	0	43	8	0	11	45	2	0	148	554
4:30 PM	12	1	15	0	0	0	1	0	0	34	6	0	9	38	0	0	116	524
4:45 PM	22	0	12	0	0	0	2	0	0	28	9	0	4	39	0	0	116	503
5:00 PM	18	1	22	0	1	0	0	0	0	28	0	0	8	37	1	0	116	496
5:15 PM	8	0	17	0	4	0	0	0	0	23	7	0	3	39	1	0	102	450
5:30 PM	11	0	5	0	1	1	1	0	0	20	5	0	1	35	0	0	80	414
5:45 PM	7	0	6	0	2	2	0	0	0	24	5	0	3	33	0	0	82	380
6:00 PM	8	0	10	0	0	0	0	0	0	21	2	0	5	35	0	0	81	345
6:15 PM	5	0	7	0	0	1	0	0	0	30	5	0	5	31	2	0	86	329
6:30 PM	5	1	9	0	0	0	0	0	0	19	6	0	4	36	0	0	80	329
6:45 PM	10	0	3	0	1	0	0	0	0	13	2	0	6	22	0	0	57	304
7:00 PM	7	0	7	0	0	0	0	0	0	10	1	0	5	18	0	0	48	271
7:15 PM	4	0	6	0	0	0	0	0	0	8	2	0	1	14	0	0	35	220
7:30 PM	4	1	5	0	1	0	0	0	0	11	0	0	2	17	0	0	41	181
7:45 PM	3	1	4	0	0	0	0	0	0	8	3	0	2	15	0	0	36	160
8:00 PM	6	0	3	0	0	0	0	0	0	9	1	0	2	10	0	0	31	143
8:15 PM	3	0	6	0	1	0	0	0	0	11	2	0	3	10	1	0	37	145
8:30 PM	1	0	0	0	0	0	0	0	0	4	3	0	4	9	0	0	21	125
8:45 PM	0	0	4	0	0	0	0	0	0	9	2	0	0	7	0	0	22	111
9:00 PM	4	0	3	0	0	0	0	0	0	11	4	0	4	15	0	0	41	121
9:15 PM	2	1	3	0	0	0	0	0	0	5	1	0	4	11	0	0	27	111
9:30 PM	1	0	2	0	0	0	1	0	0	4	0	0	0	11	0	0	19	109
9:45 PM	3	0	0	0	0	0	0	0	0	4	0	0	1	4	0	0	12	99

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	72	0	72	0	20	12	4	0	4	252	52	0	44	156	4	0	692
Heavy Trucks	12	0	16		0	0	4		0	80	16		12	40	0		180
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/1/2022 5:06 PM

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

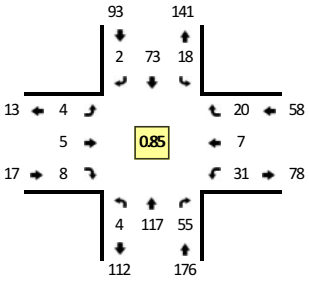
Type of peak hour being reported: Intersection Peak

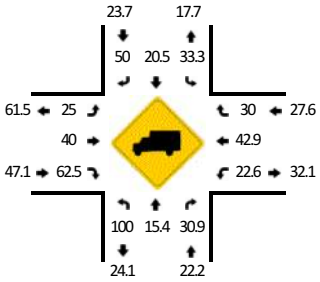
Method for determining peak hour: Total Entering Volume

LOCATION: Kingwood St -- 27th St
CITY/STATE: Florence, OR

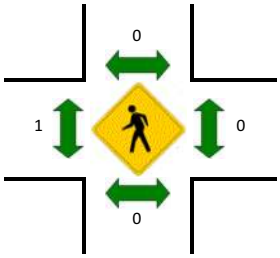
QC JOB #: 15890318
DATE: Thu, Jun 3 2021

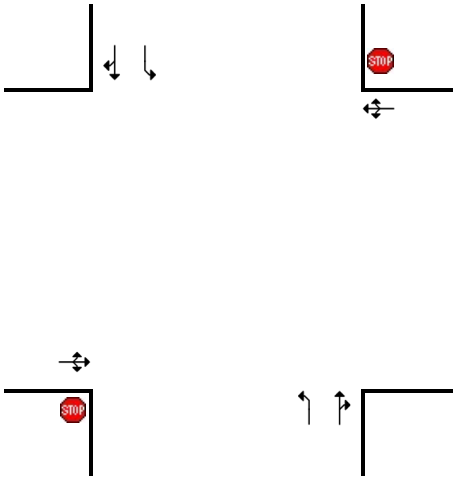
Peak-Hour: 2:45 PM -- 3:45 PM
Peak 15-Min: 2:45 PM -- 3:00 PM

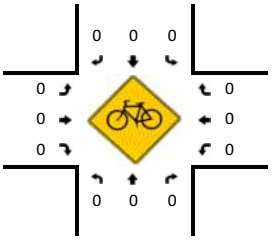


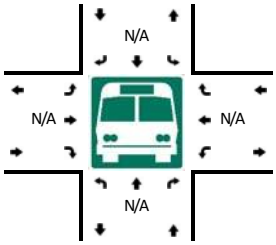


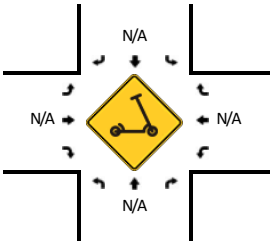
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	Kingwood St (Northbound)				Kingwood St (Southbound)				27th St (Eastbound)				27th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	1	0	0	0	2	0	0	0	1	1	0	2	0	0	0	7	
6:15 AM	0	3	0	0	0	5	0	0	0	1	0	0	2	1	1	0	13	
6:30 AM	2	2	0	0	0	8	1	0	0	0	0	0	4	2	0	0	19	
6:45 AM	2	6	0	0	1	7	1	0	0	0	1	0	1	4	2	0	25	64
7:00 AM	0	5	3	0	0	9	0	0	0	1	0	0	2	0	1	0	21	78
7:15 AM	0	7	3	0	5	9	0	0	0	2	3	0	5	1	1	0	36	101
7:30 AM	1	10	8	0	1	10	0	0	1	0	2	0	4	1	1	0	39	121
7:45 AM	2	16	14	0	7	22	4	0	0	1	2	0	10	4	2	0	84	180
8:00 AM	1	10	19	0	5	16	0	0	1	2	0	0	21	2	10	0	87	246
8:15 AM	1	17	5	0	5	9	0	0	0	0	2	0	9	2	4	0	54	264
8:30 AM	2	13	2	0	3	19	0	0	0	0	0	0	4	0	1	0	44	269
8:45 AM	1	19	10	0	2	20	0	0	0	0	3	0	5	3	2	0	65	250
9:00 AM	2	25	8	0	4	13	0	0	0	2	0	0	4	1	2	0	61	224
9:15 AM	1	21	8	0	3	17	0	0	2	3	3	0	6	1	2	0	67	237
9:30 AM	0	25	15	0	6	13	1	0	0	1	0	0	12	4	4	0	81	274
9:45 AM	0	21	8	0	2	13	0	0	0	0	2	0	14	2	6	0	68	277
10:00 AM	1	18	7	0	2	6	0	0	1	2	0	0	4	0	3	0	44	260
10:15 AM	0	21	4	0	2	16	1	0	1	0	2	0	3	1	1	0	52	245
10:30 AM	1	18	9	0	2	9	1	0	0	0	2	0	8	0	2	0	52	216
10:45 AM	0	23	2	0	2	14	0	0	3	0	0	0	6	0	8	0	58	206
11:00 AM	0	18	5	0	1	11	1	0	1	0	1	0	5	0	2	0	45	207
11:15 AM	0	19	23	0	1	13	0	0	0	0	1	0	3	0	5	0	65	220
11:30 AM	0	22	16	0	7	16	2	0	1	0	1	0	13	1	6	0	85	253
11:45 AM	7	29	8	0	6	23	0	0	0	0	1	0	5	2	9	0	90	285
12:00 PM	0	32	13	0	2	16	1	0	3	3	2	0	8	1	4	0	85	325
12:15 PM	0	27	11	0	1	18	1	0	0	2	0	0	7	3	2	0	72	332
12:30 PM	1	27	11	0	2	17	0	0	0	4	3	0	7	4	3	0	79	326
12:45 PM	1	24	11	0	4	25	1	0	0	5	1	0	5	3	7	0	87	323
1:00 PM	1	26	9	0	3	15	2	0	0	2	0	0	9	1	12	0	80	318
1:15 PM	1	15	13	0	1	28	0	0	0	2	2	0	6	1	6	0	75	321
1:30 PM	0	23	7	0	1	12	2	0	0	1	0	0	6	0	3	0	55	297
1:45 PM	0	24	11	0	3	21	1	0	2	1	1	0	6	0	2	0	72	282
2:00 PM	2	25	4	0	2	22	0	0	1	0	1	0	4	1	3	0	65	267
2:15 PM	0	23	15	0	1	13	1	0	0	3	1	0	7	1	2	0	67	259
2:30 PM	2	21	14	0	6	15	1	0	0	1	1	0	5	2	5	0	73	277
2:45 PM	0	32	18	0	9	21	1	0	1	1	2	0	11	0	5	0	101	306
3:00 PM	2	26	16	0	3	23	1	0	1	0	0	0	4	0	4	0	80	321
3:15 PM	1	22	9	0	1	18	0	0	0	0	1	0	6	6	2	0	66	320

15-Min Count Period Beginning At	Kingwood St (Northbound)				Kingwood St (Southbound)				27th St (Eastbound)				27th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	1	37	12	0	5	11	0	0	2	4	5	0	10	1	9	0	97	344
3:45 PM	0	20	5	0	3	22	0	0	1	2	0	0	3	0	5	0	61	304
4:00 PM	1	20	8	0	6	16	1	0	0	1	0	0	5	0	5	0	63	287
4:15 PM	0	32	6	0	5	25	0	0	0	0	2	0	5	0	1	0	76	297
4:30 PM	1	22	8	0	4	14	0	0	0	0	0	0	6	0	7	0	62	262
4:45 PM	1	28	9	0	1	16	0	0	1	1	0	0	5	0	6	0	68	269
5:00 PM	0	35	12	0	2	8	0	0	0	2	0	0	5	2	4	0	70	276
5:15 PM	0	22	3	0	3	6	0	0	0	0	0	0	4	2	4	0	44	244
5:30 PM	0	12	7	0	4	6	0	0	0	0	0	0	3	2	7	0	41	223
5:45 PM	0	9	1	0	1	9	0	0	0	0	0	0	2	0	2	0	24	179
6:00 PM	0	15	2	0	1	5	0	0	0	3	0	0	2	0	3	0	31	140
6:15 PM	1	11	1	0	0	12	0	0	0	0	0	0	0	0	0	0	25	121
6:30 PM	0	11	4	0	1	11	0	0	1	1	0	0	2	2	1	0	34	114
6:45 PM	0	8	7	0	1	7	0	0	0	1	1	0	1	0	6	0	32	122
7:00 PM	0	11	2	0	1	6	0	0	0	1	0	0	2	1	2	0	26	117
7:15 PM	0	10	3	0	0	1	0	0	0	0	1	0	1	0	1	0	17	109
7:30 PM	0	9	4	0	0	2	0	0	0	0	0	0	1	0	0	0	16	91
7:45 PM	0	7	0	0	0	4	0	0	0	0	0	0	2	0	1	0	14	73
8:00 PM	0	7	2	0	0	4	0	0	0	0	0	0	2	0	1	0	16	63
8:15 PM	0	9	2	0	0	5	0	0	0	0	0	0	1	0	0	0	17	63
8:30 PM	0	1	2	0	1	7	0	0	0	0	0	0	2	0	0	0	13	60
8:45 PM	0	4	0	0	0	6	0	0	0	0	0	0	2	0	0	0	12	58
9:00 PM	0	6	0	0	1	7	0	0	0	0	0	0	2	0	0	0	16	58
9:15 PM	0	4	1	0	0	4	0	0	0	0	0	0	1	0	2	0	12	53
9:30 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	5	45
9:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	3	0	1	0	7	40

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	128	72	0	36	84	4	0	4	4	8	0	44	0	20	0	404
Heavy Trucks	0	24	32		20	16	4		0	4	8		0	0	8		116
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/1/2022 5:06 PM

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

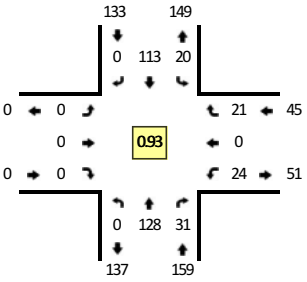
Type of peak hour being reported: Intersection Peak

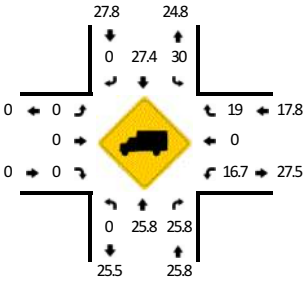
Method for determining peak hour: Total Entering Volume

LOCATION: Kingwood St -- 15th St
CITY/STATE: Florence, OR

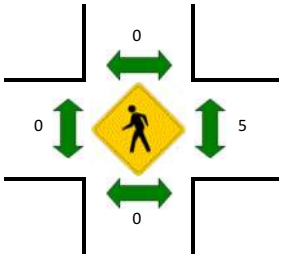
QC JOB #: 15890319
DATE: Thu, Jun 3 2021

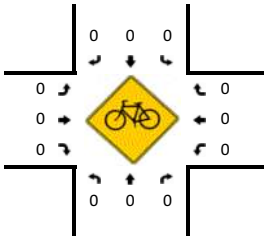
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

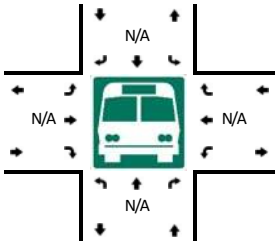


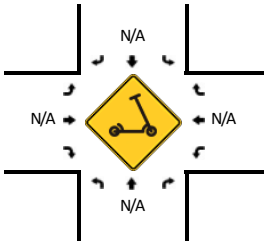


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	Kingwood St (Northbound)				Kingwood St (Southbound)				15th St (Eastbound)				15th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	2	0	0	1	5	0	0	0	0	0	0	1	0	3	0	12	
6:15 AM	0	6	0	0	0	6	0	0	0	0	0	0	0	0	1	0	13	
6:30 AM	0	9	1	0	1	6	0	0	0	0	0	0	3	0	2	0	22	
6:45 AM	0	9	3	0	0	12	0	0	0	0	0	0	3	0	2	0	29	76
7:00 AM	0	10	1	0	4	9	0	0	0	0	0	0	2	0	1	0	27	91
7:15 AM	0	14	4	0	0	9	0	0	0	0	0	0	1	0	3	0	31	109
7:30 AM	0	15	6	0	1	12	0	0	0	0	0	0	3	0	7	0	44	131
7:45 AM	0	35	6	0	8	22	0	0	0	0	0	0	4	0	9	0	84	186
8:00 AM	0	24	5	0	5	19	0	0	0	0	0	0	1	0	8	0	62	221
8:15 AM	0	18	2	0	4	17	0	0	0	0	0	0	3	0	6	0	50	240
8:30 AM	0	15	3	0	4	18	0	0	0	0	0	0	2	0	5	0	47	243
8:45 AM	0	22	4	0	2	19	0	0	0	0	0	0	4	0	4	0	55	214
9:00 AM	0	27	7	0	2	14	0	0	0	0	0	0	2	0	3	0	55	207
9:15 AM	0	26	5	0	2	16	0	0	0	0	0	0	4	0	13	0	66	223
9:30 AM	0	28	9	0	5	23	0	0	0	0	0	0	5	0	5	0	75	251
9:45 AM	0	24	11	0	5	20	0	0	0	0	0	0	7	0	7	0	74	270
10:00 AM	0	29	7	0	4	10	0	0	0	0	0	0	8	0	5	0	63	278
10:15 AM	0	27	6	0	4	22	0	0	0	0	0	0	3	0	3	0	65	277
10:30 AM	0	23	7	0	5	17	0	0	0	0	0	0	6	0	3	0	61	263
10:45 AM	0	22	5	0	3	16	0	0	0	0	0	0	4	0	7	0	57	246
11:00 AM	0	15	6	0	3	18	0	0	0	0	0	0	7	0	5	0	54	237
11:15 AM	0	38	7	0	3	16	0	0	0	0	0	0	2	0	6	0	72	244
11:30 AM	0	24	9	0	3	28	0	0	0	0	0	0	4	0	5	0	73	256
11:45 AM	0	31	7	0	7	17	0	0	0	0	0	0	11	0	9	0	82	281
12:00 PM	0	37	6	0	4	22	0	0	0	0	0	0	9	0	6	0	84	311
12:15 PM	0	30	4	0	7	16	0	0	0	0	0	0	5	0	9	0	71	310
12:30 PM	0	37	8	0	3	18	0	0	0	0	0	0	8	0	5	0	79	316
12:45 PM	0	25	9	0	9	26	0	0	0	0	0	0	6	0	4	0	79	313
1:00 PM	0	22	14	0	4	21	0	0	0	0	0	0	6	0	11	0	78	307
1:15 PM	0	26	7	0	3	26	0	0	0	0	0	0	8	0	6	0	76	312
1:30 PM	0	31	9	0	1	20	0	0	0	0	0	0	5	0	3	0	69	302
1:45 PM	0	24	8	0	4	23	0	0	0	0	0	0	7	0	12	0	78	301
2:00 PM	0	28	5	0	4	23	0	0	0	0	0	0	6	0	8	0	74	297
2:15 PM	0	31	4	0	7	24	0	0	0	0	0	0	5	0	3	0	74	295
2:30 PM	0	36	8	0	1	17	0	0	0	0	0	0	6	0	6	0	74	300
2:45 PM	0	29	5	0	2	23	0	0	0	0	0	0	5	0	9	0	73	295
3:00 PM	0	36	2	0	7	16	0	0	0	0	0	0	8	0	5	0	74	295
3:15 PM	0	28	8	0	3	16	0	0	0	0	0	0	6	0	6	0	67	288
3:30 PM	0	25	9	0	9	18	0	0	0	0	0	0	3	0	8	0	72	286

15-Min Count Period Beginning At	Kingwood St (Northbound)				Kingwood St (Southbound)				15th St (Eastbound)				15th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:45 PM	0	22	11	0	4	23	0	0	0	0	0	0	3	0	8	0	71	284
4:00 PM	0	25	6	0	8	18	0	0	0	0	0	0	8	0	9	0	74	284
4:15 PM	0	35	9	0	6	31	0	0	0	0	0	0	5	0	5	0	91	308
4:30 PM	0	33	8	0	6	24	0	0	0	0	0	0	7	0	7	0	85	321
4:45 PM	0	25	7	0	5	29	0	0	0	0	0	0	4	0	5	0	75	325
5:00 PM	0	35	7	0	3	29	0	0	0	0	0	0	8	0	4	0	86	337
5:15 PM	0	19	6	0	2	10	0	0	0	0	0	0	5	0	3	0	45	291
5:30 PM	0	18	6	0	3	8	0	0	0	0	0	0	4	0	1	0	40	246
5:45 PM	0	11	5	0	3	12	0	0	0	0	0	0	4	0	2	0	37	208
6:00 PM	0	14	6	0	7	12	0	0	0	0	0	0	4	0	2	0	45	167
6:15 PM	0	15	4	0	0	15	0	0	0	0	0	0	5	0	1	0	40	162
6:30 PM	0	9	1	0	2	13	0	0	0	0	0	0	2	0	2	0	29	151
6:45 PM	0	13	3	0	1	8	0	0	0	0	0	0	5	0	2	0	32	146
7:00 PM	0	10	3	0	3	6	0	0	0	0	0	0	2	0	1	0	25	126
7:15 PM	0	5	5	0	0	4	0	0	0	0	0	0	2	0	2	0	18	104
7:30 PM	0	10	0	0	1	2	0	0	0	0	0	0	1	0	3	0	17	92
7:45 PM	0	7	2	0	0	9	0	0	0	0	0	0	0	0	2	0	20	80
8:00 PM	0	8	5	0	2	5	0	0	0	0	0	0	2	0	3	0	25	80
8:15 PM	0	9	5	0	1	4	0	0	0	0	0	0	1	0	0	0	20	82
8:30 PM	0	1	3	0	2	2	0	0	0	0	0	0	5	0	1	0	14	79
8:45 PM	0	3	1	0	4	5	0	0	0	0	0	0	4	0	1	0	18	77
9:00 PM	0	8	1	0	1	5	0	0	0	0	0	0	3	0	1	0	19	71
9:15 PM	0	4	2	0	1	3	0	0	0	0	0	0	3	0	0	0	13	64
9:30 PM	0	4	3	0	3	2	0	0	0	0	0	0	1	0	3	0	16	66
9:45 PM	0	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	10	58

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	140	36	0	24	124	0	0	0	0	0	0	20	0	20	0	364
Heavy Trucks	0	20	8		4	32	0		0	0	0		4	0	0		68
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 8/1/2022 5:06 PM

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

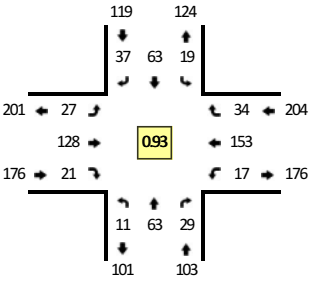
Type of peak hour being reported: Intersection Peak

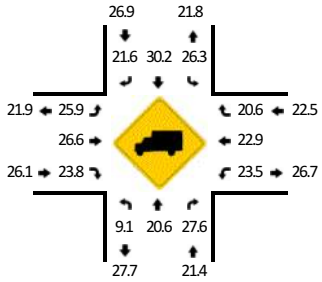
Method for determining peak hour: Total Entering Volume

LOCATION: Kingwood St -- 9th St
CITY/STATE: Florence, OR

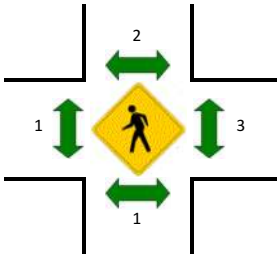
QC JOB #: 15890320
DATE: Thu, Jun 3 2021

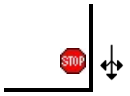
Peak-Hour: 12:30 PM -- 1:30 PM
Peak 15-Min: 1:00 PM -- 1:15 PM

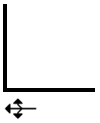


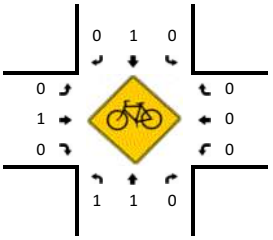


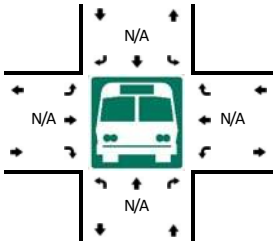
Quality Counts
DATA THAT DRIVES COMMUNITIES

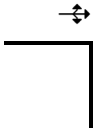


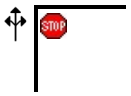


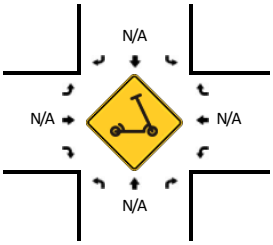












15-Min Count Period Beginning At	Kingwood St (Northbound)				Kingwood St (Southbound)				9th St (Eastbound)				9th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	0	0	0	0	2	2	0	1	9	0	0	0	4	0	0	18	
6:15 AM	0	3	1	0	2	1	2	0	1	10	0	0	0	18	1	0	39	
6:30 AM	0	8	2	0	1	1	8	0	0	10	1	0	0	16	3	0	50	
6:45 AM	3	5	1	0	4	4	5	0	2	10	0	0	0	42	4	0	80	187
7:00 AM	0	4	2	0	4	3	5	0	2	15	0	0	1	18	6	0	60	229
7:15 AM	2	11	1	0	4	3	5	0	2	12	0	0	0	23	2	0	65	255
7:30 AM	3	9	3	0	2	1	8	0	10	17	4	0	1	21	4	0	83	288
7:45 AM	4	10	4	0	6	8	17	0	12	24	6	0	5	26	10	0	132	340
8:00 AM	0	15	3	0	2	12	6	0	5	18	5	0	9	22	6	0	103	383
8:15 AM	2	8	0	0	5	11	8	0	4	17	4	0	4	24	9	0	96	414
8:30 AM	3	11	2	0	2	12	6	0	3	14	1	0	2	26	2	0	84	415
8:45 AM	2	10	4	0	4	13	8	0	5	25	3	0	1	24	6	0	105	388
9:00 AM	3	15	4	0	6	6	2	0	8	26	7	0	2	27	4	0	110	395
9:15 AM	6	11	6	0	4	12	6	0	11	19	3	0	1	24	6	0	109	408
9:30 AM	5	15	4	0	9	14	4	0	12	25	6	0	2	36	7	0	139	463
9:45 AM	4	15	5	0	1	14	10	0	6	37	6	0	1	26	4	0	129	487
10:00 AM	6	15	14	0	5	8	10	0	8	37	5	0	3	27	12	0	150	527
10:15 AM	4	14	4	0	3	10	9	0	4	26	7	0	3	29	8	0	121	539
10:30 AM	2	12	5	0	2	12	5	0	7	35	5	0	5	28	9	0	127	527
10:45 AM	3	13	0	0	5	12	5	0	5	42	4	0	5	33	6	0	133	531
11:00 AM	2	6	7	0	4	10	4	0	6	46	2	0	4	35	8	0	134	515
11:15 AM	3	17	8	0	6	8	6	0	11	36	5	0	5	26	10	0	141	535
11:30 AM	4	13	8	0	7	13	9	0	11	38	1	0	6	25	6	0	141	549
11:45 AM	1	13	7	0	6	12	10	0	12	37	8	0	6	31	5	0	148	564
12:00 PM	2	13	9	0	4	14	9	0	8	36	2	0	3	18	13	0	131	561
12:15 PM	5	16	9	0	7	13	2	0	6	29	3	0	4	36	7	0	137	557
12:30 PM	3	17	6	0	4	11	9	0	7	26	5	0	2	35	9	0	134	550
12:45 PM	5	16	8	0	4	19	8	0	4	39	6	0	3	42	7	0	161	563
1:00 PM	2	16	9	0	5	20	12	0	11	30	3	0	5	43	6	0	162	594
1:15 PM	1	14	6	0	6	13	8	0	5	33	7	0	7	33	12	0	145	602
1:30 PM	5	16	7	0	3	11	13	0	7	22	4	0	5	24	13	0	130	598
1:45 PM	3	17	7	0	9	10	6	0	6	38	5	0	6	35	3	0	145	582
2:00 PM	0	16	6	0	5	19	9	0	2	40	6	0	2	25	7	0	137	557
2:15 PM	3	22	9	0	6	14	9	0	4	34	2	0	2	38	10	0	153	565
2:30 PM	6	21	10	0	2	14	6	0	8	32	0	0	3	29	9	0	140	575
2:45 PM	2	18	8	0	2	17	7	0	6	30	8	0	2	26	7	0	133	563
3:00 PM	9	20	5	0	3	10	9	0	10	46	8	0	6	22	8	0	156	582
3:15 PM	3	12	10	0	8	10	8	0	5	27	5	0	6	36	8	0	138	567

15-Min Count Period Beginning At	Kingwood St (Northbound)				Kingwood St (Southbound)				9th St (Eastbound)				9th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	2	15	12	0	8	14	7	0	12	33	2	0	3	27	6	0	141	568
3:45 PM	2	21	5	0	4	17	3	0	5	16	3	0	2	27	5	0	110	545
4:00 PM	3	15	2	0	0	9	9	0	5	37	3	0	4	19	6	0	112	501
4:15 PM	3	17	1	0	5	22	4	0	10	25	4	0	3	20	11	0	125	488
4:30 PM	3	15	6	0	5	13	10	0	9	31	4	0	6	19	15	0	136	483
4:45 PM	6	16	5	0	6	21	11	0	4	26	4	0	4	31	6	0	140	513
5:00 PM	3	19	7	0	5	10	7	0	11	34	6	0	3	29	8	0	142	543
5:15 PM	1	15	5	0	4	9	2	0	7	27	3	0	4	19	3	0	99	517
5:30 PM	4	11	4	0	1	9	7	0	7	23	4	0	5	15	3	0	93	474
5:45 PM	1	9	5	0	3	8	2	0	7	22	0	0	4	19	0	0	80	414
6:00 PM	5	11	6	0	3	10	1	0	4	18	2	0	5	18	5	0	88	360
6:15 PM	0	8	6	0	2	10	5	0	2	13	4	0	3	17	6	0	76	337
6:30 PM	2	7	6	0	1	13	3	0	1	14	2	0	2	13	0	0	64	308
6:45 PM	1	7	2	0	3	6	4	0	0	13	2	0	2	17	1	0	58	286
7:00 PM	0	7	1	0	3	2	4	0	2	11	0	0	1	14	2	0	47	245
7:15 PM	1	4	3	0	1	1	5	0	2	9	1	0	4	21	3	0	55	224
7:30 PM	3	2	3	0	1	0	1	0	2	13	0	0	2	13	3	0	43	203
7:45 PM	0	4	0	0	2	5	1	0	1	11	1	0	1	11	2	0	39	184
8:00 PM	2	8	1	0	0	3	0	0	2	9	2	0	0	7	1	0	35	172
8:15 PM	2	5	4	0	0	2	3	0	3	1	0	0	1	6	0	0	27	144
8:30 PM	1	1	7	0	1	4	3	0	3	3	1	0	1	7	1	0	33	134
8:45 PM	2	3	1	0	3	2	2	0	1	10	0	0	2	8	0	0	34	129
9:00 PM	0	4	2	0	2	3	3	0	0	9	0	0	2	10	2	0	37	131
9:15 PM	0	5	2	0	1	4	0	0	1	4	0	0	0	11	3	0	31	135
9:30 PM	1	5	1	0	0	4	0	0	1	5	0	0	1	6	0	0	24	126
9:45 PM	1	2	1	0	2	0	2	0	0	3	0	0	0	5	1	0	17	109

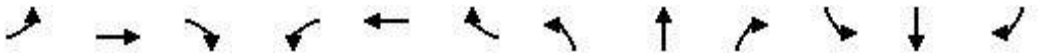
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	64	36	0	20	80	48	0	44	120	12	0	20	172	24	0	648
Heavy Trucks	4	16	8		4	20	8		16	20	4		4	52	8		164
Buses																	
Pedestrians		0				8				0				0			8
Bicycles	4	0	0		0	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 8/1/2022 5:06 PM

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

ATTACHMENT B:
EXISTING TRAFFIC CONDITIONS WORKSHEETS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	111	0	0	0	146	475	0	0	360	33
Future Volume (Veh/h)	24	0	111	0	0	0	146	475	0	0	360	33
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	26	0	119	0	0	0	157	511	0	0	387	35
Pedestrians		2										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		3.5										
Percent Blockage		0										
Right turn flare (veh)			5									
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1214	1214	389	1272	1249	511	424			511		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1214	1214	389	1272	1249	511	424			511		
tC, single (s)	7.5	6.5	6.4	7.1	6.5	6.2	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.9	4.0	3.5	3.5	4.0	3.3	2.4			2.2		
p0 queue free %	78	100	81	100	100	100	85			100		
cM capacity (veh/h)	118	155	622	104	148	567	1048			1065		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	145	0	157	511	0	387	35
Volume Left	26	0	157	0	0	0	0
Volume Right	119	0	0	0	0	0	35
cSH	657	1700	1048	1700	1700	1700	1700
Volume to Capacity	0.22	0.00	0.15	0.30	0.00	0.23	0.02
Queue Length 95th (ft)	21	0	13	0	0	0	0
Control Delay (s)	17.9	0.0	9.0	0.0	0.0	0.0	0.0
Lane LOS	C	A	A				
Approach Delay (s)	17.9	0.0	2.1		0.0		
Approach LOS	C	A					

Intersection Summary				
Average Delay	3.2			
Intersection Capacity Utilization	41.7%	ICU Level of Service		A
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	0	111	0	0	0	146	475	0	0	360	33
Future Vol, veh/h	24	0	111	0	0	0	146	475	0	0	360	33
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	125	-	-	-	100	-	-	100	-	100
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	39	0	19	0	0	0	19	28	0	0	20	23
Mvmt Flow	26	0	119	0	0	0	157	511	0	0	387	35

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1214	-	389	1289	1249	511	424	0	0	511	0	0
Stage 1	389	-	-	825	825	-	-	-	-	-	-	-
Stage 2	825	-	-	464	424	-	-	-	-	-	-	-
Critical Hdwy	7.49	-	6.39	7.1	6.5	6.2	4.29	-	-	4.1	-	-
Critical Hdwy Stg 1	6.49	-	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.49	-	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.851	-	3.471	3.5	4	3.3	2.371	-	-	2.2	-	-
Pot Cap-1 Maneuver	134	0	624	142	175	567	1050	-	-	1065	-	-
Stage 1	567	0	-	370	390	-	-	-	-	-	-	-
Stage 2	318	0	-	582	590	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	118	-	623	102	148	567	1048	-	-	1065	-	-
Mov Cap-2 Maneuver	206	-	-	102	148	-	-	-	-	-	-	-
Stage 1	481	-	-	315	332	-	-	-	-	-	-	-
Stage 2	270	-	-	470	589	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.4	0	2.1	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1048	-	-	206	623	-	1065	-	-
HCM Lane V/C Ratio	0.15	-	-	0.125	0.192	-	-	-	-
HCM Control Delay (s)	9	-	-	25	12.1	0	0	-	-
HCM Lane LOS	A	-	-	D	B	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.4	0.7	-	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	6	48	0	37	4	638	71	32	488	1
Future Volume (Veh/h)	0	0	6	48	0	37	4	638	71	32	488	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	6	52	0	40	4	686	76	34	525	1
Pedestrians		1										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		3.5										
Percent Blockage		0										
Right turn flare (veh)						1						
Median type								TWLTL			None	
Median storage veh)								2				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1308	1364	526	1331	1327	724	527			762		
vC1, stage 1 conf vol	594	594		732	732							
vC2, stage 2 conf vol	714	770		599	595							
vCu, unblocked vol	1308	1364	526	1331	1327	724	527			762		
tC, single (s)	7.1	6.5	6.5	7.4	6.5	6.4	4.8			4.5		
tC, 2 stage (s)	6.1	5.5		6.4	5.5							
tF (s)	3.5	4.0	3.6	3.8	4.0	3.5	2.9			2.6		
p0 queue free %	100	100	99	82	100	90	99			95		
cM capacity (veh/h)	293	315	495	285	338	393	754			693		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	6	92	4	762	34	526
Volume Left	0	52	4	0	34	0
Volume Right	6	40	0	76	0	1
cSH	495	505	754	1700	693	1700
Volume to Capacity	0.01	0.18	0.01	0.45	0.05	0.31
Queue Length 95th (ft)	1	16	0	0	4	0
Control Delay (s)	12.4	18.1	9.8	0.0	10.5	0.0
Lane LOS	B	C	A		B	
Approach Delay (s)	12.4	18.1	0.1		0.6	
Approach LOS	B	C				

Intersection Summary				
Average Delay	1.5			
Intersection Capacity Utilization	54.6%	ICU Level of Service		A
Analysis Period (min)	15			

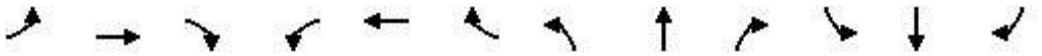
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	6	48	0	37	4	638	71	32	488	1
Future Vol, veh/h	0	0	6	48	0	37	4	638	71	32	488	1
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	25	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	33	33	0	23	75	19	27	43	25	0
Mvmt Flow	0	0	6	52	0	40	4	686	76	34	525	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1347	1365	527	1329	1327	724	527	0	0	762	0	0
Stage 1	595	595	-	732	732	-	-	-	-	-	-	-
Stage 2	752	770	-	597	595	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.53	7.43	6.5	6.43	4.85	-	-	4.53	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.43	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.43	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.597	3.797	4	3.507	2.875	-	-	2.587	-	-
Pot Cap-1 Maneuver	129	149	495	114	157	393	754	-	-	693	-	-
Stage 1	494	496	-	368	430	-	-	-	-	-	-	-
Stage 2	405	413	-	440	496	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	111	141	495	108	148	393	753	-	-	693	-	-
Mov Cap-2 Maneuver	227	254	-	225	271	-	-	-	-	-	-	-
Stage 1	491	471	-	366	428	-	-	-	-	-	-	-
Stage 2	362	411	-	413	471	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.4	21.1	0.1	0.6
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	753	-	-	495	225	393	693	-	-
HCM Lane V/C Ratio	0.006	-	-	0.013	0.229	0.101	0.05	-	-
HCM Control Delay (s)	9.8	-	-	12.4	25.7	15.2	10.5	-	-
HCM Lane LOS	A	-	-	B	D	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.9	0.3	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1	130	0	0	1	101	666	0	0	485	29
Future Volume (Veh/h)	21	1	130	0	0	1	101	666	0	0	485	29
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	22	1	135	0	0	1	105	694	0	0	505	30
Pedestrians		2										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		3.5										
Percent Blockage		0										
Right turn flare (veh)												
Median type								None			TWLTL	
Median storage veh)											2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1427	1426	270	1292	1441	694	537			694		
vC1, stage 1 conf vol	522	522		904	904							
vC2, stage 2 conf vol	905	904		388	537							
vCu, unblocked vol	1427	1426	270	1292	1441	694	537			694		
tC, single (s)	8.2	6.5	7.2	7.5	6.5	6.9	4.4			4.1		
tC, 2 stage (s)	7.2	5.5		6.5	5.5							
tF (s)	3.9	4.0	3.5	3.5	4.0	3.3	2.4			2.2		
p0 queue free %	89	100	80	100	100	100	89			100		
cM capacity (veh/h)	191	285	684	229	270	390	928			911		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	158	0	1	105	694	0	337	198
Volume Left	22	0	0	105	0	0	0	0
Volume Right	135	0	1	0	0	0	0	30
cSH	500	1700	390	928	1700	1700	1700	1700
Volume to Capacity	0.32	0.00	0.00	0.11	0.41	0.00	0.20	0.12
Queue Length 95th (ft)	34	0	0	10	0	0	0	0
Control Delay (s)	15.5	0.0	14.3	9.4	0.0	0.0	0.0	0.0
Lane LOS	C	A	B	A				
Approach Delay (s)	15.5	14.3		1.2		0.0		
Approach LOS	C	B						

Intersection Summary				
Average Delay	2.3			
Intersection Capacity Utilization	57.6%	ICU Level of Service		B
Analysis Period (min)	15			

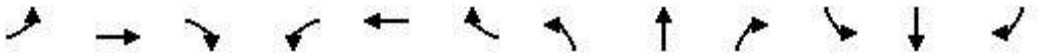
Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	1	130	0	0	1	101	666	0	0	485	29
Future Vol, veh/h	21	1	130	0	0	1	101	666	0	0	485	29
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	35	0	17	0	0	0	17	22	0	0	26	26
Mvmt Flow	22	1	135	0	0	1	105	694	0	0	505	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1427	1426	270	1157	-	694	537	0	0	694	0	0
Stage 1	522	522	-	904	-	-	-	-	-	-	-	-
Stage 2	905	904	-	253	-	-	-	-	-	-	-	-
Critical Hdwy	7.825	6.5	7.155	7.3	-	6.2	4.355	-	-	4.1	-	-
Critical Hdwy Stg 1	7.025	5.5	-	6.1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.625	5.5	-	6.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8325	4	3.4615	3.5	-	3.3	2.3615	-	-	2.2	-	-
Pot Cap-1 Maneuver	82	137	690	164	0	446	945	-	-	911	-	-
Stage 1	442	534	-	334	0	-	-	-	-	-	-	-
Stage 2	277	358	-	735	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	75	122	689	120	-	446	943	-	-	911	-	-
Mov Cap-2 Maneuver	75	122	-	120	-	-	-	-	-	-	-	-
Stage 1	392	533	-	297	-	-	-	-	-	-	-	-
Stage 2	246	318	-	589	-	-	-	-	-	-	-	-

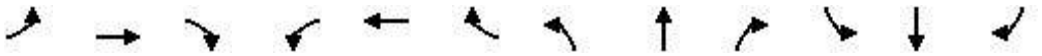
Approach	EB	WB	NB	SB
HCM Control Delay, s	26.9	13.1	1.2	0
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	943	-	-	319	-	446	911	-	-
HCM Lane V/C Ratio	0.112	-	-	0.496	-	0.002	-	-	-
HCM Control Delay (s)	9.3	-	-	26.9	0	13.1	0	-	-
HCM Lane LOS	A	-	-	D	A	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	2.6	-	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	33	107	32	23	25	72	749	37	27	685	46
Future Volume (vph)	69	33	107	32	23	25	72	749	37	27	685	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	5.0		4.5	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.89		1.00	0.92		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1444	1312		1262	1424		1456	2954		1671	2852	
Flt Permitted	0.72	1.00		0.66	1.00		0.28	1.00		0.33	1.00	
Satd. Flow (perm)	1099	1312		877	1424		432	2954		573	2852	
Peak-hour factor, PHF	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)	75	36	116	35	25	27	78	814	40	29	745	50
RTOR Reduction (vph)	0	98	0	0	23	0	0	3	0	0	4	0
Lane Group Flow (vph)	75	54	0	35	29	0	78	851	0	29	791	0
Confl. Peds. (#/hr)							1		1	1		1
Confl. Bikes (#/hr)						1						2
Heavy Vehicles (%)	25%	16%	32%	43%	32%	12%	24%	21%	26%	8%	25%	28%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)	9.1	9.1		9.1	9.1		37.7	32.7		31.9	29.8	
Effective Green, g (s)	9.1	9.1		9.1	9.1		37.7	32.7		31.9	29.8	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.65	0.56		0.55	0.51	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	5.0		4.5	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	5.0		2.5	5.0	
Lane Grp Cap (vph)	172	206		137	223		369	1668		355	1467	
v/s Ratio Prot		0.04			0.02		c0.02	c0.29		0.00	0.28	
v/s Ratio Perm	c0.07			0.04			0.12			0.04		
v/c Ratio	0.44	0.26		0.26	0.13		0.21	0.51		0.08	0.54	
Uniform Delay, d1	22.1	21.5		21.4	21.0		4.1	7.7		5.9	9.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.3	0.5		0.7	0.2		0.2	0.5		0.1	0.7	
Delay (s)	23.4	22.0		22.1	21.2		4.3	8.2		6.0	10.1	
Level of Service	C	C		C	C		A	A		A	B	
Approach Delay (s)		22.4			21.6			7.9			10.0	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	10.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	57.9	Sum of lost time (s)	14.0
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



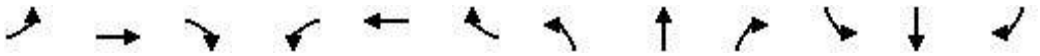
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	33	107	32	23	25	72	749	37	27	685	46
Future Volume (veh/h)	69	33	107	32	23	25	72	749	37	27	685	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1530	1663	1426	1263	1426	1722	1544	1589	1515	1781	1530	1485
Adj Flow Rate, veh/h	75	36	116	35	25	27	78	814	40	29	745	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	25	16	32	43	32	12	24	21	26	8	25	28
Cap, veh/h	302	62	198	213	110	119	391	1510	74	392	1350	91
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.05	0.52	0.52	0.03	0.49	0.49
Sat Flow, veh/h	1106	346	1116	834	619	669	1471	2928	144	1697	2759	185
Grp Volume(v), veh/h	75	0	152	35	0	52	78	420	434	29	392	403
Grp Sat Flow(s),veh/h/ln	1106	0	1462	834	0	1288	1471	1509	1563	1697	1453	1491
Q Serve(g_s), s	3.1	0.0	4.8	2.0	0.0	1.7	1.3	9.3	9.3	0.4	9.4	9.5
Cycle Q Clear(g_c), s	4.8	0.0	4.8	6.8	0.0	1.7	1.3	9.3	9.3	0.4	9.4	9.5
Prop In Lane	1.00		0.76	1.00		0.52	1.00		0.09	1.00		0.12
Lane Grp Cap(c), veh/h	302	0	260	213	0	229	391	779	806	392	711	730
V/C Ratio(X)	0.25	0.00	0.58	0.16	0.00	0.23	0.20	0.54	0.54	0.07	0.55	0.55
Avail Cap(c_a), veh/h	548	0	584	398	0	515	901	1810	1874	1025	1742	1788
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	18.9	22.0	0.0	17.6	6.6	8.1	8.1	6.6	8.9	8.9
Incr Delay (d2), s/veh	0.3	0.0	1.5	0.3	0.0	0.4	0.2	1.2	1.2	0.1	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.6	0.4	0.0	0.5	0.3	2.5	2.6	0.1	2.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.0	0.0	20.4	22.3	0.0	18.0	6.8	9.4	9.3	6.7	10.4	10.3
LnGrp LOS	C	A	C	C	A	B	A	A	A	A	B	B
Approach Vol, veh/h		227			87			932			824	
Approach Delay, s/veh		20.3			19.7			9.1			10.2	
Approach LOS		C			B			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	29.5		13.4	5.8	30.8		13.4				
Change Period (Y+Rc), s	4.5	5.0		4.5	4.5	5.0		4.5				
Max Green Setting (Gmax), s	20.0	60.0		20.0	20.0	60.0		20.0				
Max Q Clear Time (g_c+I1), s	3.3	11.5		8.8	2.4	11.3		6.8				
Green Ext Time (p_c), s	0.1	13.0		0.2	0.0	14.3		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		11.2	
HCM 6th LOS		B	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	2	22	2	0	7	27	888	4	0	871	1
Future Volume (Veh/h)	3	2	22	2	0	7	27	888	4	0	871	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	3	2	24	2	0	8	29	965	4	0	947	1
Pedestrians		1			2							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1497	1978	475	1526	1976	486	949			971		
vC1, stage 1 conf vol	948	948		1027	1027							
vC2, stage 2 conf vol	548	1029		498	949							
vCu, unblocked vol	1497	1978	475	1526	1976	486	949			971		
tC, single (s)	8.2	7.5	7.3	7.5	6.5	7.2	4.2			4.1		
tC, 2 stage (s)	7.2	6.5		6.5	5.5							
tF (s)	3.8	4.5	3.5	3.5	4.0	3.4	2.2			2.2		
p0 queue free %	98	99	95	99	100	98	96			100		
cM capacity (veh/h)	198	159	492	219	219	495	706			717		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	29	10	29	643	326	474	474
Volume Left	3	2	29	0	0	0	0
Volume Right	24	8	0	0	4	0	1
cSH	379	395	706	1700	1700	717	1700
Volume to Capacity	0.08	0.03	0.04	0.38	0.19	0.00	0.28
Queue Length 95th (ft)	6	2	3	0	0	0	0
Control Delay (s)	15.3	14.3	10.3	0.0	0.0	0.0	0.0
Lane LOS	C	B	B				
Approach Delay (s)	15.3	14.3	0.3			0.0	
Approach LOS	C	B					

Intersection Summary				
Average Delay	0.4			
Intersection Capacity Utilization	34.7%	ICU Level of Service	A	
Analysis Period (min)	15			

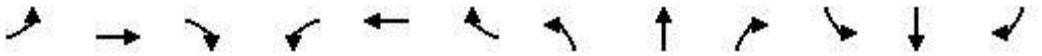
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	2	22	2	0	7	27	888	4	0	871	1
Future Vol, veh/h	3	2	22	2	0	7	27	888	4	0	871	1
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	2	2	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	33	50	19	0	0	14	4	23	50	0	26	0
Mvmt Flow	3	2	24	2	0	8	29	965	4	0	947	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1490	1978	475	1502	1976	487	949	0	0	971	0	0
Stage 1	949	949	-	1027	1027	-	-	-	-	-	-	-
Stage 2	541	1029	-	475	949	-	-	-	-	-	-	-
Critical Hdwy	8.16	7.5	7.28	7.5	6.5	7.18	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	7.16	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.16	6.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.83	4.5	3.49	3.5	4	3.44	2.24	-	-	2.2	-	-
Pot Cap-1 Maneuver	64	35	493	86	63	496	707	-	-	718	-	-
Stage 1	226	246	-	255	314	-	-	-	-	-	-	-
Stage 2	422	222	-	545	342	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	61	33	493	75	60	495	706	-	-	717	-	-
Mov Cap-2 Maneuver	61	33	-	75	60	-	-	-	-	-	-	-
Stage 1	217	246	-	244	300	-	-	-	-	-	-	-
Stage 2	398	212	-	514	342	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.7	22	0.3	0
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	706	-	-	175	221	717	-	-
HCM Lane V/C Ratio	0.042	-	-	0.168	0.044	-	-	-
HCM Control Delay (s)	10.3	-	-	29.7	22	0	-	-
HCM Lane LOS	B	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.1	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	0	40	1	0	21	30	905	2	14	865	21
Future Volume (Veh/h)	15	0	40	1	0	21	30	905	2	14	865	21
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	16	0	43	1	0	22	32	963	2	15	920	22
Pedestrians		1			1							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								None			TWLTL	
Median storage veh)											2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1530	1992	472	1562	2002	484	943			966		
vC1, stage 1 conf vol	962	962		1029	1029							
vC2, stage 2 conf vol	568	1030		533	973							
vCu, unblocked vol	1530	1992	472	1562	2002	484	943			966		
tC, single (s)	7.9	6.5	7.5	7.5	6.5	7.4	4.5			4.9		
tC, 2 stage (s)	6.9	5.5		6.5	5.5							
tF (s)	3.7	4.0	3.6	3.5	4.0	3.5	2.4			2.6		
p0 queue free %	92	100	91	100	100	95	95			97		
cM capacity (veh/h)	200	215	464	210	210	471	631			524		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	59	23	32	642	323	15	613	329
Volume Left	16	1	32	0	0	15	0	0
Volume Right	43	22	0	0	2	0	0	22
cSH	342	447	631	1700	1700	524	1700	1700
Volume to Capacity	0.17	0.05	0.05	0.38	0.19	0.03	0.36	0.19
Queue Length 95th (ft)	15	4	4	0	0	2	0	0
Control Delay (s)	17.7	13.5	11.0	0.0	0.0	12.1	0.0	0.0
Lane LOS	C	B	B			B		
Approach Delay (s)	17.7	13.5	0.4			0.2		
Approach LOS	C	B						

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	41.3%	ICU Level of Service	A	
Analysis Period (min)	15			

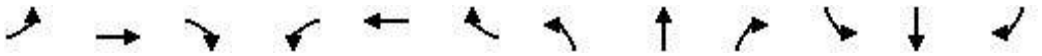
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑↑↱		↰	↑↑↱	
Traffic Vol, veh/h	15	0	40	1	0	21	30	905	2	14	865	21
Future Vol, veh/h	15	0	40	1	0	21	30	905	2	14	865	21
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	21	0	32	0	0	25	18	17	0	38	24	40
Mvmt Flow	16	0	43	1	0	22	32	963	2	15	920	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1508	1992	472	1519	2002	484	943	0	0	966	0	0
Stage 1	962	962	-	1029	1029	-	-	-	-	-	-	-
Stage 2	546	1030	-	490	973	-	-	-	-	-	-	-
Critical Hdwy	7.92	6.5	7.54	7.5	6.5	7.4	4.46	-	-	4.86	-	-
Critical Hdwy Stg 1	6.92	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.92	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.71	4	3.62	3.5	4	3.55	2.38	-	-	2.58	-	-
Pot Cap-1 Maneuver	69	61	465	83	60	472	632	-	-	525	-	-
Stage 1	241	337	-	254	314	-	-	-	-	-	-	-
Stage 2	444	313	-	534	333	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	62	56	465	71	55	472	631	-	-	525	-	-
Mov Cap-2 Maneuver	157	164	-	171	159	-	-	-	-	-	-	-
Stage 1	228	327	-	241	298	-	-	-	-	-	-	-
Stage 2	402	297	-	471	323	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.7	13.7	0.4	0.2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	631	-	-	303	437	525	-	-
HCM Lane V/C Ratio	0.051	-	-	0.193	0.054	0.028	-	-
HCM Control Delay (s)	11	-	-	19.7	13.7	12.1	-	-
HCM Lane LOS	B	-	-	C	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.2	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	3	22	14	1	10	32	996	4	14	917	17
Future Volume (Veh/h)	16	3	22	14	1	10	32	996	4	14	917	17
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	17	3	23	15	1	11	34	1048	4	15	965	18
Pedestrians		2			3						4	
Lane Width (ft)		12.0			12.0						12.0	
Walking Speed (ft/s)		3.5			3.5						3.5	
Percent Blockage		0			0						0	
Right turn flare (veh)												
Median type								TWLTL			None	
Median storage veh)								2				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1614	2129	494	1658	2136	533	985			1055		
vC1, stage 1 conf vol	1006	1006		1121	1121							
vC2, stage 2 conf vol	608	1123		537	1015							
vCu, unblocked vol	1614	2129	494	1658	2136	533	985			1055		
tC, single (s)	7.9	7.8	7.1	8.4	6.5	8.0	4.6			4.4		
tC, 2 stage (s)	6.9	6.8		7.4	5.5							
tF (s)	3.7	4.7	3.4	4.0	4.0	3.9	2.5			2.4		
p0 queue free %	91	97	95	89	99	97	94			97		
cM capacity (veh/h)	188	115	500	133	191	371	562			582		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	43	27	34	699	353	15	643	340
Volume Left	17	15	34	0	0	15	0	0
Volume Right	23	11	0	0	4	0	0	18
cSH	265	183	562	1700	1700	582	1700	1700
Volume to Capacity	0.16	0.15	0.06	0.41	0.21	0.03	0.38	0.20
Queue Length 95th (ft)	14	13	5	0	0	2	0	0
Control Delay (s)	21.2	28.0	11.8	0.0	0.0	11.3	0.0	0.0
Lane LOS	C	D	B			B		
Approach Delay (s)	21.2	28.0	0.4			0.2		
Approach LOS	C	D						

Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	38.9%	ICU Level of Service		A
Analysis Period (min)	15			

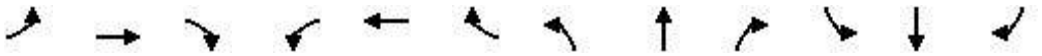
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	3	22	14	1	10	32	996	4	14	917	17
Future Vol, veh/h	16	3	22	14	1	10	32	996	4	14	917	17
Conflicting Peds, #/hr	4	0	0	0	0	4	2	0	3	3	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	20	67	10	46	0	56	27	20	25	15	21	19
Mvmt Flow	17	3	23	15	1	11	34	1048	4	15	965	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1603	2129	494	1635	2136	533	985	0	0	1055	0	0
Stage 1	1006	1006	-	1121	1121	-	-	-	-	-	-	-
Stage 2	597	1123	-	514	1015	-	-	-	-	-	-	-
Critical Hdwy	7.9	7.84	7.1	8.42	6.5	8.02	4.64	-	-	4.4	-	-
Critical Hdwy Stg 1	6.9	6.84	-	7.42	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.9	6.84	-	7.42	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.7	4.67	3.4	3.96	4	3.86	2.47	-	-	2.35	-	-
Pot Cap-1 Maneuver	59	22	500	43	50	373	563	-	-	584	-	-
Stage 1	227	204	-	157	284	-	-	-	-	-	-	-
Stage 2	415	173	-	413	318	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	53	20	499	37	46	371	562	-	-	582	-	-
Mov Cap-2 Maneuver	144	86	-	108	144	-	-	-	-	-	-	-
Stage 1	213	198	-	147	266	-	-	-	-	-	-	-
Stage 2	376	162	-	378	309	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.8	33.4	0.4	0.2
HCM LOS	D	D		

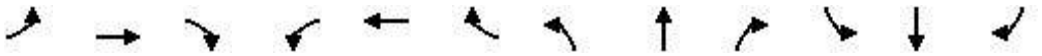
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	562	-	-	216	153	582	-	-
HCM Lane V/C Ratio	0.06	-	-	0.2	0.172	0.025	-	-
HCM Control Delay (s)	11.8	-	-	25.8	33.4	11.3	-	-
HCM Lane LOS	B	-	-	D	D	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.6	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	98	25	172	75	136	46	634	141	175	655	59
Future Volume (vph)	140	98	25	172	75	136	46	634	141	175	655	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00		0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1567	1508		1306	1430	1327	1410	2983	1188	1399	2932	
Flt Permitted	0.66	1.00		0.67	0.83	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1089	1508		928	1212	1327	1410	2983	1188	1399	2932	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	146	102	26	179	78	142	48	660	147	182	682	61
RTOR Reduction (vph)	0	7	0	0	0	108	0	0	53	0	5	0
Lane Group Flow (vph)	146	121	0	122	135	34	48	660	94	182	738	0
Confl. Peds. (#/hr)	3		4	4		3	2		4	4		2
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	15%	22%	21%	31%	18%	20%	28%	21%	34%	29%	22%	14%
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4			6			
Actuated Green, G (s)	16.9	16.9		16.9	16.9	16.9	4.4	26.1	26.1	14.7	36.4	
Effective Green, g (s)	16.9	16.9		16.9	16.9	16.9	4.4	26.1	26.1	14.7	36.4	
Actuated g/C Ratio	0.24	0.24		0.24	0.24	0.24	0.06	0.37	0.37	0.21	0.51	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	1.5	2.0	2.0	1.5	2.0	
Lane Grp Cap (vph)	258	357		220	287	314	87	1093	435	288	1498	
v/s Ratio Prot		0.08					0.03	c0.22		c0.13	0.25	
v/s Ratio Perm	c0.13			0.13	0.11	0.03			0.08			
v/c Ratio	0.57	0.34		0.55	0.47	0.11	0.55	0.60	0.22	0.63	0.49	
Uniform Delay, d1	23.9	22.5		23.8	23.3	21.2	32.4	18.3	15.5	25.8	11.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.3	0.4		2.4	0.9	0.1	4.2	0.7	0.1	3.3	0.1	
Delay (s)	26.2	22.9		26.3	24.2	21.4	36.7	19.0	15.6	29.1	11.5	
Level of Service	C	C		C	C	C	D	B	B	C	B	
Approach Delay (s)		24.7			23.8			19.4			14.9	
Approach LOS		C			C			B			B	

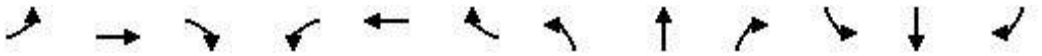
Intersection Summary			
HCM 2000 Control Delay	19.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	71.2	Sum of lost time (s)	13.5
Intersection Capacity Utilization	62.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	5	31	11	3	14	23	724	3	10	720	48
Future Volume (vph)	65	5	31	11	3	14	23	724	3	10	720	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		4.5	5.0		4.5	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.96			0.93		1.00	1.00		1.00	0.99	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1390			1433		1467	2959		1622	2777	
Flt Permitted		0.79			0.86		0.30	1.00		0.35	1.00	
Satd. Flow (perm)		1128			1256		465	2959		591	2777	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	70	5	33	12	3	15	25	778	3	11	774	52
RTOR Reduction (vph)	0	13	0	0	13	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	95	0	0	17	0	25	781	0	11	822	0
Confl. Peds. (#/hr)	13		2	2		13	2		14	14		2
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	21%	40%	34%	40%	0%	8%	23%	22%	0%	11%	29%	22%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		8.5			8.5		34.3	32.5		32.3	31.5	
Effective Green, g (s)		8.5			8.5		34.3	32.5		32.3	31.5	
Actuated g/C Ratio		0.15			0.15		0.61	0.58		0.58	0.56	
Clearance Time (s)		4.5			4.5		4.5	5.0		4.5	5.0	
Vehicle Extension (s)		2.5			2.5		2.5	4.5		2.5	4.5	
Lane Grp Cap (vph)		171			191		318	1723		356	1567	
v/s Ratio Prot							c0.00	0.26		0.00	c0.30	
v/s Ratio Perm		c0.08			0.01		0.05			0.02		
v/c Ratio		0.56			0.09		0.08	0.45		0.03	0.52	
Uniform Delay, d1		21.9			20.3		4.3	6.6		5.0	7.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.1			0.1		0.1	0.3		0.0	0.5	
Delay (s)		25.0			20.5		4.4	6.9		5.0	8.0	
Level of Service		C			C		A	A		A	A	
Approach Delay (s)		25.0			20.5			6.9			8.0	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	55.8	Sum of lost time (s)	14.0
Intersection Capacity Utilization	41.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



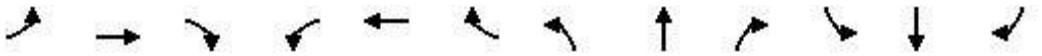
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	5	31	11	3	14	23	724	3	10	720	48
Future Volume (veh/h)	65	5	31	11	3	14	23	724	3	10	720	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1589	1307	1396	1307	1900	1781	1559	1574	1900	1737	1470	1574
Adj Flow Rate, veh/h	70	5	33	12	3	15	25	778	3	11	774	52
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	21	40	34	40	0	8	23	22	0	11	29	22
Cap, veh/h	222	26	53	181	66	140	357	1591	6	401	1347	90
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.02	0.52	0.52	0.01	0.51	0.51
Sat Flow, veh/h	562	155	316	437	392	829	1485	3055	12	1654	2650	178
Grp Volume(v), veh/h	108	0	0	30	0	0	25	381	400	11	408	418
Grp Sat Flow(s),veh/h/ln	1033	0	0	1657	0	0	1485	1495	1572	1654	1397	1431
Q Serve(g_s), s	3.4	0.0	0.0	0.0	0.0	0.0	0.4	7.7	7.7	0.2	9.5	9.5
Cycle Q Clear(g_c), s	4.4	0.0	0.0	0.7	0.0	0.0	0.4	7.7	7.7	0.2	9.5	9.5
Prop In Lane	0.65		0.31	0.40		0.50	1.00		0.01	1.00		0.12
Lane Grp Cap(c), veh/h	301	0	0	388	0	0	357	779	819	401	710	728
V/C Ratio(X)	0.36	0.00	0.00	0.08	0.00	0.00	0.07	0.49	0.49	0.03	0.57	0.57
Avail Cap(c_a), veh/h	559	0	0	776	0	0	955	2392	2514	1088	2234	2289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	0.0	0.0	16.5	0.0	0.0	6.2	7.2	7.2	6.0	8.0	8.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.1	0.0	0.0	0.1	0.8	0.8	0.0	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.2	0.0	0.0	0.1	1.9	2.0	0.0	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.5	0.0	0.0	16.5	0.0	0.0	6.3	8.0	8.0	6.0	9.3	9.2
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		108			30			806			837	
Approach Delay, s/veh		18.5			16.5			8.0			9.2	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	28.8		12.4	5.0	29.4		12.4				
Change Period (Y+Rc), s	4.5	5.0		4.5	4.5	5.0		4.5				
Max Green Setting (Gmax), s	20.0	75.0		20.0	20.0	75.0		20.0				
Max Q Clear Time (g_c+I1), s	2.4	11.5		2.7	2.2	9.7		6.4				
Green Ext Time (p_c), s	0.0	12.3		0.1	0.0	11.2		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		9.3	
HCM 6th LOS		A	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	11	6	0	11	0	597	19	11	738	3
Future Volume (Veh/h)	2	0	11	6	0	11	0	597	19	11	738	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	2	0	11	6	0	11	0	609	19	11	753	3
Pedestrians		1			5			6				
Lane Width (ft)		12.0			12.0			12.0				
Walking Speed (ft/s)		3.5			3.5			3.5				
Percent Blockage		0			0			1				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											1011	
pX, platoon unblocked												
vC, conflicting volume	1093	1410	385	1039	1402	319	757			633		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1093	1410	385	1039	1402	319	757			633		
tC, single (s)	7.5	6.5	7.5	7.8	6.5	7.1	4.1			4.9		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.6	3.7	4.0	3.4	2.2			2.6		
p0 queue free %	99	100	98	96	100	98	100			98		
cM capacity (veh/h)	166	137	537	158	138	651	862			725		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	13	6	11	304	324	11	502	254
Volume Left	2	6	0	0	0	11	0	0
Volume Right	11	0	11	0	19	0	0	3
cSH	399	158	651	862	1700	725	1700	1700
Volume to Capacity	0.03	0.04	0.02	0.00	0.19	0.02	0.30	0.15
Queue Length 95th (ft)	3	3	1	0	0	1	0	0
Control Delay (s)	14.3	28.7	10.6	0.0	0.0	10.0	0.0	0.0
Lane LOS	B	D	B			B		
Approach Delay (s)	14.3	17.0		0.0		0.1		
Approach LOS	B	C						

Intersection Summary				
Average Delay	0.4			
Intersection Capacity Utilization	32.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	11	6	0	11	0	597	19	11	738	3
Future Vol, veh/h	2	0	11	6	0	11	0	597	19	11	738	3
Conflicting Peds, #/hr	0	0	6	6	0	0	1	0	5	5	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	300	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	30	17	0	10	0	26	33	40	22	33
Mvmt Flow	2	0	11	6	0	11	0	609	19	11	753	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1083	1411	385	1029	1403	319	757	0	0	633	0	0
Stage 1	778	778	-	624	624	-	-	-	-	-	-	-
Stage 2	305	633	-	405	779	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.5	7.84	6.5	7.1	4.1	-	-	4.9	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.84	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.84	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.6	3.67	4	3.4	2.2	-	-	2.6	-	-
Pot Cap-1 Maneuver	174	140	540	168	141	654	863	-	-	729	-	-
Stage 1	360	410	-	405	481	-	-	-	-	-	-	-
Stage 2	685	476	-	555	409	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	169	137	536	161	138	651	862	-	-	726	-	-
Mov Cap-2 Maneuver	169	137	-	161	138	-	-	-	-	-	-	-
Stage 1	360	403	-	403	479	-	-	-	-	-	-	-
Stage 2	673	474	-	532	402	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.3	16.8	0	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	862	-	-	402	161	651	726	-	-
HCM Lane V/C Ratio	-	-	-	0.033	0.038	0.017	0.015	-	-
HCM Control Delay (s)	0	-	-	14.3	28.2	10.6	10	-	-
HCM Lane LOS	A	-	-	B	D	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	391	15	95	395	17	18	34	95	8	7	6
Future Volume (Veh/h)	17	391	15	95	395	17	18	34	95	8	7	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	18	416	16	101	420	18	19	36	101	9	7	6
Pedestrians		3										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		3.5										
Percent Blockage		0										
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		528										
pX, platoon unblocked												
vC, conflicting volume	438			432			1094	1100	216	994	1099	432
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	438			432			1094	1100	216	994	1099	432
tC, single (s)	4.5			4.5			8.2	7.1	7.4	8.3	7.1	7.2
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.9	4.3	3.6	3.9	4.3	3.5
p0 queue free %	98			90			83	77	86	91	95	99
cM capacity (veh/h)	1006			1012			114	154	717	100	153	531

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1
Volume Total	226	224	101	438	55	101	22
Volume Left	18	0	101	0	19	0	9
Volume Right	0	16	0	18	0	101	6
cSH	1006	1700	1012	1700	137	717	149
Volume to Capacity	0.02	0.13	0.10	0.26	0.40	0.14	0.15
Queue Length 95th (ft)	1	0	8	0	43	12	13
Control Delay (s)	0.9	0.0	9.0	0.0	47.7	10.8	33.2
Lane LOS	A		A		E	B	D
Approach Delay (s)	0.4		1.7		23.8		33.2
Approach LOS					C		D

Intersection Summary				
Average Delay	4.8			
Intersection Capacity Utilization	52.0%	ICU Level of Service		A
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	391	15	95	395	17	18	34	95	8	7	6
Future Vol, veh/h	17	391	15	95	395	17	18	34	95	8	7	6
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	19	28	14	19	25	31	35	28	27	38	29	17
Mvmt Flow	18	416	16	101	420	18	19	36	101	9	7	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	438	0	0	432	0	0	1101	1100	216	893	1099	432
Stage 1	-	-	-	-	-	-	460	460	-	631	631	-
Stage 2	-	-	-	-	-	-	641	640	-	262	468	-
Critical Hdwy	4.385	-	-	4.385	-	-	7.825	6.92	7.305	7.87	6.935	6.455
Critical Hdwy Stg 1	-	-	-	-	-	-	7.025	5.92	-	6.67	5.935	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.625	5.92	-	7.07	5.935	-
Follow-up Hdwy	2.3805	-	-	2.3805	-	-	3.8325	4.266	3.5565	3.861	4.2755	3.4615
Pot Cap-1 Maneuver	1022	-	-	1027	-	-	146	182	725	206	182	586
Stage 1	-	-	-	-	-	-	484	514	-	399	423	-
Stage 2	-	-	-	-	-	-	398	420	-	639	507	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1022	-	-	1027	-	-	126	160	725	133	160	584
Mov Cap-2 Maneuver	-	-	-	-	-	-	126	160	-	133	160	-
Stage 1	-	-	-	-	-	-	473	502	-	390	382	-
Stage 2	-	-	-	-	-	-	347	379	-	499	495	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	1.7	22.5	27.3
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	146	725	1022	-	-	1027	-	-	184
HCM Lane V/C Ratio	0.379	0.139	0.018	-	-	0.098	-	-	0.121
HCM Control Delay (s)	44	10.8	8.6	0.1	-	8.9	-	-	27.3
HCM Lane LOS	E	B	A	A	-	A	-	-	D
HCM 95th %tile Q(veh)	1.6	0.5	0.1	-	-	0.3	-	-	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	389	0	0	407	51	0	0	0	36	0	106
Future Volume (Veh/h)	110	389	0	0	407	51	0	0	0	36	0	106
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	120	423	0	0	442	55	0	0	0	39	0	115
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1168										
pX, platoon unblocked												
vC, conflicting volume	497			423			1220	1160	423	1132	1132	470
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	497			423			1220	1160	423	1132	1132	470
tC, single (s)	4.3			4.1			7.1	6.5	6.2	7.3	6.5	6.4
tC, 2 stage (s)												
tF (s)	2.4			2.2			3.5	4.0	3.3	3.7	4.0	3.5
p0 queue free %	88			100			100	100	100	74	100	79
cM capacity (veh/h)	967			1147			114	173	635	150	179	557

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	120	423	0	497	0	154
Volume Left	120	0	0	0	0	39
Volume Right	0	0	0	55	0	115
cSH	967	1700	1700	1700	1700	330
Volume to Capacity	0.12	0.25	0.00	0.29	0.00	0.47
Queue Length 95th (ft)	11	0	0	0	0	59
Control Delay (s)	9.3	0.0	0.0	0.0	0.0	25.1
Lane LOS	A				A	D
Approach Delay (s)	2.0		0.0		0.0	25.1
Approach LOS					A	D

Intersection Summary				
Average Delay	4.2			
Intersection Capacity Utilization	49.1%	ICU Level of Service		A
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	110	389	0	0	407	51	0	0	0	36	0	106
Future Vol, veh/h	110	389	0	0	407	51	0	0	0	36	0	106
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	23	30	0	0	26	19	0	0	0	21	0	21
Mvmt Flow	120	423	0	0	442	55	0	0	0	39	0	115

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	497	0	0	423	0	0	1190	1160	423	1133	1133	470
Stage 1	-	-	-	-	-	-	663	663	-	470	470	-
Stage 2	-	-	-	-	-	-	527	497	-	663	663	-
Critical Hdwy	4.33	-	-	4.1	-	-	7.1	6.5	6.2	7.31	6.5	6.41
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.31	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.31	5.5	-
Follow-up Hdwy	2.407	-	-	2.2	-	-	3.5	4	3.3	3.689	4	3.489
Pot Cap-1 Maneuver	967	-	-	1147	-	-	166	197	635	165	205	556
Stage 1	-	-	-	-	-	-	454	462	-	540	563	-
Stage 2	-	-	-	-	-	-	538	548	-	421	462	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	967	-	-	1147	-	-	119	173	635	149	180	556
Mov Cap-2 Maneuver	-	-	-	-	-	-	119	173	-	149	180	-
Stage 1	-	-	-	-	-	-	398	405	-	473	563	-
Stage 2	-	-	-	-	-	-	427	548	-	369	405	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	0	0	25.3
HCM LOS			A	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	967	-	-	1147	-	-	329
HCM Lane V/C Ratio	-	0.124	-	-	-	-	-	0.469
HCM Control Delay (s)	0	9.2	-	-	0	-	-	25.3
HCM Lane LOS	A	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	-	0.4	-	-	0	-	-	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	311	324	25	25	49
Future Volume (Veh/h)	50	311	324	25	25	49
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	53	331	345	27	27	52
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						1
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	372				782	345
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	372				782	345
tC, single (s)	4.5				6.9	6.4
tC, 2 stage (s)						
tF (s)	2.5				4.0	3.5
p0 queue free %	95				91	92
cM capacity (veh/h)	1014				287	651

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	53	331	345	27	79
Volume Left	53	0	0	0	27
Volume Right	0	0	0	27	52
cSH	1014	1700	1700	1700	841
Volume to Capacity	0.05	0.19	0.20	0.02	0.09
Queue Length 95th (ft)	4	0	0	0	8
Control Delay (s)	8.7	0.0	0.0	0.0	13.7
Lane LOS	A				B
Approach Delay (s)	1.2		0.0		13.7
Approach LOS					B

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	33.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	311	324	25	25	49
Future Vol, veh/h	50	311	324	25	25	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	375	-	-	200	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	38	28	20	0	50	24
Mvmt Flow	53	331	345	27	27	52

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	372	0	-	0	782	345
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	437	-
Critical Hdwy	4.48	-	-	-	6.9	6.44
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	2.542	-	-	-	3.95	3.516
Pot Cap-1 Maneuver	1014	-	-	-	303	651
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	561	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1014	-	-	-	287	651
Mov Cap-2 Maneuver	-	-	-	-	287	-
Stage 1	-	-	-	-	590	-
Stage 2	-	-	-	-	561	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1014	-	-	-	287	651
HCM Lane V/C Ratio	0.052	-	-	-	0.093	0.08
HCM Control Delay (s)	8.7	-	-	-	18.8	11
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	45	33	8	54	21	11
Future Volume (Veh/h)	45	33	8	54	21	11
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	53	39	9	64	25	13
Pedestrians			4			2
Lane Width (ft)			12.0			12.0
Walking Speed (ft/s)			3.5			3.5
Percent Blockage			0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	108	43			73	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	108	43			73	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	94	96			98	
cM capacity (veh/h)	843	1003			1477	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	92	73	38
Volume Left	53	0	25
Volume Right	39	64	0
cSH	904	1700	1477
Volume to Capacity	0.10	0.04	0.02
Queue Length 95th (ft)	8	0	1
Control Delay (s)	9.4	0.0	5.0
Lane LOS	A		A
Approach Delay (s)	9.4	0.0	5.0
Approach LOS	A		

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	20.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	5.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	33	8	54	21	11
Future Vol, veh/h	45	33	8	54	21	11
Conflicting Peds, #/hr	4	2	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	14	10	12	31	10	40
Mvmt Flow	53	39	9	64	25	13

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	108	43	0	0	73	0
Stage 1	41	-	-	-	-	-
Stage 2	67	-	-	-	-	-
Critical Hdwy	6.54	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.54	-	-	-	-	-
Critical Hdwy Stg 2	5.54	-	-	-	-	-
Follow-up Hdwy	3.626	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	861	1005	-	-	1477	-
Stage 1	952	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	843	1003	-	-	1477	-
Mov Cap-2 Maneuver	843	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	907	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	4.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	904	1477	-
HCM Lane V/C Ratio	-	-	0.102	0.017	-
HCM Control Delay (s)	-	-	9.4	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	38	134	61	47	96	76
Future Volume (Veh/h)	38	134	61	47	96	76
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	43	151	69	53	108	85
Pedestrians						2
Lane Width (ft)						12.0
Walking Speed (ft/s)						3.5
Percent Blockage						0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	396	98			122	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	396	98			122	
tC, single (s)	6.8	6.5			4.4	
tC, 2 stage (s)						
tF (s)	3.9	3.6			2.5	
p0 queue free %	91	83			92	
cM capacity (veh/h)	490	878			1294	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	194	122	193
Volume Left	43	0	108
Volume Right	151	53	0
cSH	747	1700	1294
Volume to Capacity	0.26	0.07	0.08
Queue Length 95th (ft)	26	0	7
Control Delay (s)	11.5	0.0	4.8
Lane LOS	B		A
Approach Delay (s)	11.5	0.0	4.8
Approach LOS	B		

Intersection Summary			
Average Delay	6.2		
Intersection Capacity Utilization	33.4%	ICU Level of Service	A
Analysis Period (min)	15		

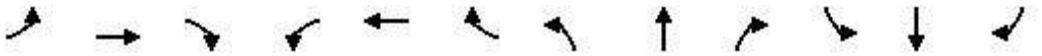
Intersection	
Int Delay, s/veh	6.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	134	61	47	96	76
Future Vol, veh/h	38	134	61	47	96	76
Conflicting Peds, #/hr	0	2	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	44	33	22	32	33	19
Mvmt Flow	43	151	69	53	108	85

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	397	98	0	0	122	0
Stage 1	96	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Critical Hdwy	6.84	6.53	-	-	4.43	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.896	3.597	-	-	2.497	-
Pot Cap-1 Maneuver	535	880	-	-	1294	-
Stage 1	833	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	488	878	-	-	1294	-
Mov Cap-2 Maneuver	488	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	606	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	4.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	746	1294	-
HCM Lane V/C Ratio	-	-	0.259	0.083	-
HCM Control Delay (s)	-	-	11.5	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1	0.3	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	8	0	73	0	65	2	72	75	0
Future Volume (Veh/h)	0	0	0	8	0	73	0	65	2	72	75	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	0	9	0	82	0	73	2	81	84	0
Pedestrians					5							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					0							
Right turn flare (veh)									1			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	82			0			101	100	5	102	59	41
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	82			0			101	100	5	102	59	41
tC, single (s)	4.1			4.2			7.1	6.7	6.2	7.3	6.8	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.1	3.3	3.7	4.3	3.3
p0 queue free %	100			99			100	90	100	89	89	100
cM capacity (veh/h)	1528			1560			808	762	1079	760	776	1036

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	91	75	165
Volume Left	0	9	0	81
Volume Right	0	82	2	0
cSH	1700	1560	783	768
Volume to Capacity	0.00	0.01	0.10	0.21
Queue Length 95th (ft)	0	0	8	20
Control Delay (s)	0.0	0.8	10.2	11.0
Lane LOS		A	B	B
Approach Delay (s)	0.0	0.8	10.2	11.0
Approach LOS			B	B

Intersection Summary				
Average Delay	8.0			
Intersection Capacity Utilization	26.2%	ICU Level of Service	A	
Analysis Period (min)	15			

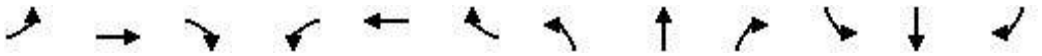
Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	0	0	0	8	0	73	0	65	2	72	75	0
Future Vol, veh/h	0	0	0	8	0	73	0	65	2	72	75	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	5	5	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	12	0	22	0	15	0	24	30	0
Mvmt Flow	0	0	0	9	0	82	0	73	2	81	84	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	82	0	0	1	0	0	102	101	6	103	60	41
Stage 1	-	-	-	-	-	-	1	1	-	59	59	-
Stage 2	-	-	-	-	-	-	101	100	-	44	1	-
Critical Hdwy	4.1	-	-	4.22	-	-	7.1	6.65	6.2	7.34	6.8	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.65	-	6.34	5.8	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.65	-	6.34	5.8	-
Follow-up Hdwy	2.2	-	-	2.308	-	-	3.5	4.135	3.3	3.716	4.27	3.3
Pot Cap-1 Maneuver	1528	-	-	1558	-	-	884	765	1083	828	780	1036
Stage 1	-	-	-	-	-	-	1027	870	-	900	794	-
Stage 2	-	-	-	-	-	-	910	788	-	917	842	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1528	-	-	1558	-	-	807	760	1078	758	775	1036
Mov Cap-2 Maneuver	-	-	-	-	-	-	807	760	-	758	775	-
Stage 1	-	-	-	-	-	-	1027	870	-	900	789	-
Stage 2	-	-	-	-	-	-	808	783	-	834	842	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.7	10.1	11
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	760	1078	1528	-	-	1558	-	-	767
HCM Lane V/C Ratio	0.096	0.002	-	-	-	0.006	-	-	0.215
HCM Control Delay (s)	10.2	8.3	0	-	-	7.3	0	-	11
HCM Lane LOS	B	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	0	-	-	0	-	-	0.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	152	36	39	165	2	64	1	65	2	3	4
Future Volume (Veh/h)	0	152	36	39	165	2	64	1	65	2	3	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	179	42	46	194	2	75	1	76	2	4	5
Pedestrians		1						1				
Lane Width (ft)		12.0						12.0				
Walking Speed (ft/s)		3.5						3.5				
Percent Blockage		0						0				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	196			222			495	489	201	542	509	196
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	196			222			495	489	201	542	509	196
tC, single (s)	4.1			4.3			7.3	6.5	6.5	8.1	7.5	6.7
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.7	4.0	3.6	4.4	4.9	3.8
p0 queue free %	100			96			83	100	90	99	99	99
cM capacity (veh/h)	1389			1267			429	464	777	289	340	736

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1
Volume Total	0	221	46	196	75	77	11
Volume Left	0	0	46	0	75	0	2
Volume Right	0	42	0	2	0	76	5
cSH	1700	1700	1267	1700	429	771	431
Volume to Capacity	0.00	0.13	0.04	0.12	0.17	0.10	0.03
Queue Length 95th (ft)	0	0	3	0	16	8	2
Control Delay (s)	0.0	0.0	7.9	0.0	15.2	10.2	13.6
Lane LOS			A		C	B	B
Approach Delay (s)	0.0		1.5		12.6		13.6
Approach LOS					B		B

Intersection Summary				
Average Delay	3.9			
Intersection Capacity Utilization	33.9%	ICU Level of Service		A
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	152	36	39	165	2	64	1	65	2	3	4
Future Vol, veh/h	0	152	36	39	165	2	64	1	65	2	3	4
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	125	-	-	50	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	39	21	16	28	50	25	0	28	100	100	50
Mvmt Flow	0	179	42	46	194	2	75	1	76	2	4	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	196	0	0	222	0	0	494	489	201	526	509	196
Stage 1	-	-	-	-	-	-	201	201	-	287	287	-
Stage 2	-	-	-	-	-	-	293	288	-	239	222	-
Critical Hdwy	4.1	-	-	4.26	-	-	7.35	6.5	6.48	8.1	7.5	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.35	5.5	-	7.1	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.35	5.5	-	7.1	6.5	-
Follow-up Hdwy	2.2	-	-	2.344	-	-	3.725	4	3.552	4.4	4.9	3.75
Pot Cap-1 Maneuver	1389	-	-	1268	-	-	450	482	778	340	353	737
Stage 1	-	-	-	-	-	-	751	739	-	551	529	-
Stage 2	-	-	-	-	-	-	668	677	-	589	570	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1389	-	-	1267	-	-	431	464	777	298	340	736
Mov Cap-2 Maneuver	-	-	-	-	-	-	431	464	-	298	340	-
Stage 1	-	-	-	-	-	-	750	738	-	551	510	-
Stage 2	-	-	-	-	-	-	635	653	-	530	569	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.5	12.6	13.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	431	769	1389	-	-	1267	-	-	429
HCM Lane V/C Ratio	0.175	0.101	-	-	-	0.036	-	-	0.025
HCM Control Delay (s)	15.1	10.2	0	-	-	7.9	-	-	13.6
HCM Lane LOS	C	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.6	0.3	0	-	-	0.1	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	2	2	22	0	20	3	108	33	17	75	1
Future Volume (Veh/h)	1	2	2	22	0	20	3	108	33	17	75	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	1	2	2	25	0	23	3	123	38	19	85	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	276	290	86	274	272	142	86			161		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	276	290	86	274	272	142	86			161		
tC, single (s)	7.1	6.5	6.7	7.5	6.5	6.3	4.4			4.3		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.8	3.8	4.0	3.4	2.5			2.4		
p0 queue free %	100	100	100	96	100	97	100			99		
cM capacity (veh/h)	655	613	856	601	627	882	1336			1290		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	5	48	3	161	19	86
Volume Left	1	25	3	0	19	0
Volume Right	2	23	0	38	0	1
cSH	701	709	1336	1700	1290	1700
Volume to Capacity	0.01	0.07	0.00	0.09	0.01	0.05
Queue Length 95th (ft)	1	5	0	0	1	0
Control Delay (s)	10.2	10.4	7.7	0.0	7.8	0.0
Lane LOS	B	B	A		A	
Approach Delay (s)	10.2	10.4	0.1		1.4	
Approach LOS	B	B				

Intersection Summary				
Average Delay	2.2			
Intersection Capacity Utilization	26.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	2	2	22	0	20	3	108	33	17	75	1
Future Vol, veh/h	1	2	2	22	0	20	3	108	33	17	75	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	-	130	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	50	38	0	11	33	15	29	25	13	100
Mvmt Flow	1	2	2	25	0	23	3	123	38	19	85	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	284	291	86	274	272	142	86	0	0	161	0	0
Stage 1	124	124	-	148	148	-	-	-	-	-	-	-
Stage 2	160	167	-	126	124	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.7	7.48	6.5	6.31	4.43	-	-	4.35	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.48	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.48	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.75	3.842	4	3.399	2.497	-	-	2.425	-	-
Pot Cap-1 Maneuver	672	623	855	612	638	882	1336	-	-	1290	-	-
Stage 1	885	797	-	776	779	-	-	-	-	-	-	-
Stage 2	847	764	-	798	797	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	646	612	855	601	627	882	1336	-	-	1290	-	-
Mov Cap-2 Maneuver	646	612	-	601	627	-	-	-	-	-	-	-
Stage 1	883	785	-	774	777	-	-	-	-	-	-	-
Stage 2	823	762	-	782	785	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.2	10.5	0.2	1.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1336	-	-	699	708	1290	-	-
HCM Lane V/C Ratio	0.003	-	-	0.008	0.067	0.015	-	-
HCM Control Delay (s)	7.7	-	-	10.2	10.5	7.8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	25	28	125	32	27	108
Future Volume (Veh/h)	25	28	125	32	27	108
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	28	31	140	36	30	121
Pedestrians	2					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	341	160			178	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	341	160			178	
tC, single (s)	6.6	6.6			4.4	
tC, 2 stage (s)						
tF (s)	3.7	3.6			2.5	
p0 queue free %	95	96			98	
cM capacity (veh/h)	602	798			1253	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	59	176	151
Volume Left	28	0	30
Volume Right	31	36	0
cSH	691	1700	1253
Volume to Capacity	0.09	0.10	0.02
Queue Length 95th (ft)	7	0	2
Control Delay (s)	10.7	0.0	1.7
Lane LOS	B		A
Approach Delay (s)	10.7	0.0	1.7
Approach LOS	B		

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	29.4%	ICU Level of Service	A
Analysis Period (min)	15		

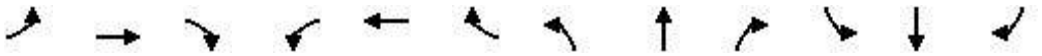
Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	28	125	32	27	108
Future Vol, veh/h	25	28	125	32	27	108
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	21	38	26	30	28	23
Mvmt Flow	28	31	140	36	30	121

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	341	160	0	0	178	0
Stage 1	160	-	-	-	-	-
Stage 2	181	-	-	-	-	-
Critical Hdwy	6.61	6.58	-	-	4.38	-
Critical Hdwy Stg 1	5.61	-	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-	-
Follow-up Hdwy	3.689	3.642	-	-	2.452	-
Pot Cap-1 Maneuver	618	799	-	-	1255	-
Stage 1	825	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	601	797	-	-	1253	-
Mov Cap-2 Maneuver	601	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	785	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	691	1253	-
HCM Lane V/C Ratio	-	-	0.086	0.024	-
HCM Control Delay (s)	-	-	10.7	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	126	16	18	94	40	16	67	15	17	69	36
Future Volume (Veh/h)	30	126	16	18	94	40	16	67	15	17	69	36
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	33	140	18	20	104	44	18	74	17	19	77	40
Pedestrians					3			2			1	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					3.5			3.5			3.5	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	149			160			462	406	154	439	393	127
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	149			160			462	406	154	439	393	127
tC, single (s)	4.3			4.3			7.4	6.7	6.4	7.5	6.8	6.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.8	4.2	3.5	3.8	4.2	3.4
p0 queue free %	98			98			95	85	98	95	84	96
cM capacity (veh/h)	1323			1293			375	480	840	393	487	896

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	191	168	109	136
Volume Left	33	20	18	19
Volume Right	18	44	17	40
cSH	1323	1293	490	542
Volume to Capacity	0.02	0.02	0.22	0.25
Queue Length 95th (ft)	2	1	21	25
Control Delay (s)	1.5	1.0	14.4	13.9
Lane LOS	A	A	B	B
Approach Delay (s)	1.5	1.0	14.4	13.9
Approach LOS			B	B

Intersection Summary				
Average Delay	6.5			
Intersection Capacity Utilization	29.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	126	16	18	94	40	16	67	15	17	69	36
Future Vol, veh/h	30	126	16	18	94	40	16	67	15	17	69	36
Conflicting Peds, #/hr	1	0	2	2	0	1	0	0	3	3	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	21	19	13	24	25	39	33	24	21	38	25	12
Mvmt Flow	33	140	18	20	104	44	18	74	17	19	77	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	149	0	0	160	0	0	442	406	154	431	393	127
Stage 1	-	-	-	-	-	-	217	217	-	167	167	-
Stage 2	-	-	-	-	-	-	225	189	-	264	226	-
Critical Hdwy	4.31	-	-	4.34	-	-	7.43	6.74	6.41	7.48	6.75	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.74	-	6.48	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.74	-	6.48	5.75	-
Follow-up Hdwy	2.389	-	-	2.416	-	-	3.797	4.216	3.489	3.842	4.225	3.408
Pot Cap-1 Maneuver	1324	-	-	1296	-	-	476	502	844	477	509	897
Stage 1	-	-	-	-	-	-	720	684	-	757	719	-
Stage 2	-	-	-	-	-	-	713	704	-	669	676	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1323	-	-	1294	-	-	386	479	840	397	486	896
Mov Cap-2 Maneuver	-	-	-	-	-	-	386	479	-	397	486	-
Stage 1	-	-	-	-	-	-	699	664	-	736	706	-
Stage 2	-	-	-	-	-	-	597	691	-	565	656	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.9	14.4	13.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	492	1323	-	-	1294	-	-	542
HCM Lane V/C Ratio	0.221	0.025	-	-	0.015	-	-	0.25
HCM Control Delay (s)	14.4	7.8	0	-	7.8	0	-	13.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0	-	-	1

ATTACHMENT C: QUEUING ANALYSIS WORKSHEETS

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	75	152	35	52	78	854	29	795
v/c Ratio	0.41	0.48	0.24	0.20	0.20	0.49	0.06	0.55
Control Delay	29.9	14.1	26.6	15.8	4.8	9.2	4.1	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.9	14.1	26.6	15.8	4.8	9.2	4.1	12.4
Queue Length 50th (ft)	21	10	10	7	7	53	2	91
Queue Length 95th (ft)	66	61	37	36	22	174	10	169
Internal Link Dist (ft)		1885		563		1469		3402
Turn Bay Length (ft)	125		150		150		100	
Base Capacity (vph)	408	560	325	546	668	2862	790	2764
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.27	0.11	0.10	0.12	0.30	0.04	0.29

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	146	128	122	135	142	48	660	147	182	743
v/c Ratio	0.56	0.35	0.55	0.46	0.33	0.33	0.66	0.33	0.62	0.49
Control Delay	35.7	26.4	37.0	31.7	7.6	43.0	25.0	12.5	38.9	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.7	26.4	37.0	31.7	7.6	43.0	25.0	12.5	38.9	14.4
Queue Length 50th (ft)	52	40	45	49	0	18	116	18	67	108
Queue Length 95th (ft)	147	115	134	138	46	69	257	80	183	231
Internal Link Dist (ft)		1368		448			1440			1918
Turn Bay Length (ft)	100		400			125		75	150	
Base Capacity (vph)	603	841	514	672	798	447	2510	1010	665	2650
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.15	0.24	0.20	0.18	0.11	0.26	0.15	0.27	0.28

Intersection Summary

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	108	30	25	781	11	826
v/c Ratio	0.46	0.12	0.06	0.40	0.02	0.47
Control Delay	25.4	15.5	4.6	7.6	4.4	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.4	15.5	4.6	7.6	4.4	9.8
Queue Length 50th (ft)	20	3	2	51	1	56
Queue Length 95th (ft)	80	26	11	163	6	183
Internal Link Dist (ft)	2474	252		931		1440
Turn Bay Length (ft)			125		125	
Base Capacity (vph)	475	529	729	2957	826	2778
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	0.23	0.06	0.03	0.26	0.01	0.30

Intersection Summary

ATTACHMENT D:
DETAILED PEDESTRIAN LEVEL OF TRAFFIC STRESS RESULTS

Detailed Pedestrian Level of Traffic Stress (PLTS) Analysis Results

Street	From	To	Side	PLTS Criteria									PLTS
				Speed (mph)	Total Number of Lanes	Bicycle Facility Width (feet)	Parking Width (feet)	Sidewalk Condition	Sidewalk Width (feet)	Buffer Type	Illumination?	Land Use	
US 101	Heceta Beach Rd	Munsel Lake Rd	West	55	3	8	0	No Sidewalk	0	No Buffer	No	Service Industrial	4
	Heceta Beach Rd	Munsel Lake Rd	East	55	3	8	0	No Sidewalk	0	No Buffer	No	Service Industrial	4
	Munsel Lake Rd	46th St	West	40	4	7	0	Fair	6	No Buffer	No	North Commercial	4
	Munsel Lake Rd	46th St	East	40	4	7	0	No Sidewalk	0	No Buffer	No	North Commercial	4
	46th St	37th St	West	40	5	6	0	No Sidewalk	0	No Buffer	Yes	Highway Commercial	4
	46th St	37th St	East	40	5	6	0	No Sidewalk	0	No Buffer	No	Highway Commercial	4
	37th St	31st St	West	40	5	5	0	Fair	6	No Buffer	Yes	Highway Commercial	4
	37th St	31st St	East	40	5	5	0	Fair	6	No Buffer	No	Highway Commercial	4
	31st St	27th St	West	40	5	6	0	Fair	6	No Buffer	Yes	Highway Commercial	4
	31st St	27th St	East	40	5	6	0	Fair	6	No Buffer	No	Highway Commercial	4
	27th St	22nd St	West	40	5	6	0	Fair	6	No Buffer	Yes	Highway Commercial	4
	27th St	22nd St	East	40	5	6	0	Fair	6	No Buffer	Yes	Highway Commercial	4
	22nd St	OR 126	West	30	5	6	0	Fair	6	No Buffer	Yes	Commercial	4
	22nd St	OR 126	East	30	5	6	0	Fair	6	No Buffer	Yes	Commercial	4
	OR 126	Rhododendron Dr	West	30	5	6	0	Fair	6	No Buffer	Yes	Mainstreet Commercial	4
	OR 126	Rhododendron Dr	East	30	5	6	0	Fair	6	No Buffer	Yes	Mainstreet Commercial	4
	Rhododendron Dr	2nd Street	West	30	5	0	0	No Sidewalk	0	No Buffer	Yes	Mainstreet Commercial	4
	Rhododendron Dr	2nd Street	East	30	5	0	0	Fair	8	No Buffer	Yes	Mainstreet Commercial	4

Street	From	To	Side	PLTS Criteria									PLTS
				Speed (mph)	Total Number of Lanes	Bicycle Facility Width (feet)	Parking Width (feet)	Sidewalk Condition	Sidewalk Width (feet)	Buffer Type	Illumination?	Land Use	
OR 126	US 101	Quince Street	North	35	4	5	0	Fair	7	No Buffer	Yes	Mainstreet Commercial	4
	US 101	Quince Street	South	35	4	5	0	Fair	6	Landscaped	Yes	Mainstreet Commercial	2
	Quince Street	Redwood St	North	35	3	5	0	Fair	8	No Buffer	Yes	Highway Commercial	4
	Quince Street	Redwood St	South	35	3	8	11	Fair	8	No Buffer	Yes	Highway Commercial	4
	Redwood St	Spruce St	North	35	3	5	0	Fair	7	No Buffer	Yes	Commercial	4
	Redwood St	Spruce St	South	35	3	6	0	Fair	8	No Buffer	Yes	Commercial	4
	Spruce St	Xylo St	North	35	2	5	0	No Sidewalk	0	No Buffer	No	Commercial	4
	Spruce St	Xylo St	South	35	2	6	0	No Sidewalk	0	No Buffer	Yes	Commercial	4
	Xylo St	N Fork Siuslaw Rd	North	35	2	5	0	No Sidewalk	0	No Buffer	No	Rural	4
	Xylo St	N Fork Siuslaw Rd	South	35	2	6	0	No Sidewalk	0	No Buffer	Yes	Rural	4
9th St	Rhododendron Dr	US 101	North	25	2	5	0	Fair	7	No Buffer	Yes	Residential	2
	Rhododendron Dr	US 101	South	25	2	5	0	Fair	7	No Buffer	No	Residential	2
Rhododendron Dr	Heceta Beach Rd	Lighthouse Wy	West	45	2	4	0	No Sidewalk	0	No Buffer	No	Residential	4
	Heceta Beach Rd	Lighthouse Wy	East	45	2	3	0	No Sidewalk	0	No Buffer	No	Residential	4
	Lighthouse Wy	New Hope Ln	West	40	2	5	0	No Sidewalk	0	No Buffer	Yes	Residential	4
	Lighthouse Wy	New Hope Ln	East	40	2	5	0	No Sidewalk	0	No Buffer	No	Residential	4
	New Hope Ln	Greenwood St	West	30	2	7	0	No Sidewalk	0	No Buffer	Yes	Residential	4
	New Hope Ln	Greenwood St	East	30	2	7	0	No Sidewalk	0	No Buffer	Yes	Residential	4
	Greenwood St	US 101	North	25	2	6	7	Fair	8	No Buffer	Yes	Residential	2
	Greenwood St	US 101	South	25	2	6	0	Fair	7	No Buffer	Yes	Residential	2

Street	From	To	Side	PLTS Criteria									PLTS
				Speed (mph)	Total Number of Lanes	Bicycle Facility Width (feet)	Parking Width (feet)	Sidewalk Condition	Sidewalk Width (feet)	Buffer Type	Illumination?	Land Use	
Munsel Lake Rd	US 101	Ocean Dunes Dr	North	35	2	0	0	No Sidewalk	0	No Buffer	No	Medium Density Residential	4
	US 101	Ocean Dunes Dr	South	35	2	0	0	No Sidewalk	0	No Buffer	No	Medium Density Residential	4
	Ocean Dunes Dr	N Fork Rd	West	25	2	0	0	No Sidewalk	0	No Buffer	Yes	Medium Density Residential	4
	Ocean Dunes Dr	N Fork Rd	East	25	2	0	0	No Sidewalk	0	No Buffer	No	Medium Density Residential	4
N Fork Siuslaw Rd	Munsel Lake Rd	OR 126	West	25	2	3	0	No Sidewalk	0	No Buffer	No	Low Density Residential	4
	Munsel Lake Rd	OR 126	East	25	2	5	0	No Sidewalk	0	No Buffer	No	Low Density Residential	4
Heceta Beach Rd	US 101	Rhododendron Dr	North	40	2	4	0	No Sidewalk	0	No Buffer	No	Low Density Residential	4
	US 101	Rhododendron Dr	South	40	2	4	0	No Sidewalk	0	No Buffer	No	Low Density Residential	4
Kingwood St	35 St	27th St	West	40	2	5	0	Fair	5	No Buffer	Yes	Pacific View Business Park	4
	35 St	27th St	East	40	2	5	0	Fair	5	No Buffer	Yes	Pacific View Business Park	4
	27th St	Airport Ln	West	40	2	5	5	Fair	6	Landscaped	No	Commercial	3
	27th St	Airport Ln	East	40	2	5	5	Fair	6	Landscaped	Yes	Commercial	3
	Airport Ln	17th Pl	West	30	2	5	0	Fair	5	No Buffer	Yes	Commercial	4
	Airport Ln	17th Pl	East	30	2	5	0	No Sidewalk	0	No Buffer	No	Commercial	4
	17th Pl	15th St	West	30	2	5	0	No Sidewalk	0	No Buffer	No	Commercial	4
	17th Pl	15th St	East	30	2	5	0	Fair	7	No Buffer	No	Commercial	4
	15th St	10th St	West	25	2	5	0	No Sidewalk	0	No Buffer	No	Medium Density Residential	4
	15th St	10th St	East	25	2	5	0	No Sidewalk	0	No Buffer	No	Medium Density Residential	4
	10th St	US 101	West	25	2	0	5	No Sidewalk	0	No Buffer	No	Medium Density Residential	4
	10th St	US 101	East	25	2	0	0	No Sidewalk	0	No Buffer	Yes	Medium Density Residential	4

Street	From	To	Side	PLTS Criteria									PLTS
				Speed (mph)	Total Number of Lanes	Bicycle Facility Width (feet)	Parking Width (feet)	Sidewalk Condition	Sidewalk Width (feet)	Buffer Type	Illumination?	Land Use	
Quince St	US 101	10th St	West	25	2	0	0	No Sidewalk	0	No Buffer	No	Mixed-Use	4
	US 101	10th St	East	25	2	0	0	No Sidewalk	0	No Buffer	No	Mixed-Use	4
	10th St	Harbor St	West	25	2	0	0	Fair	10	No Buffer	Yes	Mixed-Use	2
	10th St	Harbor St	East	25	2	0	0	Fair	6	No Buffer	No	Mixed-Use	2
Spruce St	32nd St	30th Way	West	25	2	5	0	Fair	7	No Buffer	Yes	Low Density Residential	2
	32nd St	30th Way	East	25	2	5	0	Fair	7	No Buffer	Yes	Low Density Residential	2
	30th Way	25th St	West	25	2	5	0	Fair	6	No Buffer	No	High Density Residential	2
	30th Way	25th St	East	25	2	5	0	Fair	6	No Buffer	No	High Density Residential	2
	25th St	17th St	West	25	2	0	0	Fair	6	No Buffer	No	High Density Residential	2
	25th St	17th St	East	25	2	0	0	Fair	6	No Buffer	Yes	High Density Residential	2
	17th St	15th St	West	25	2	0	0	Fair	6	No Buffer	No	High Density Residential	2
	17th St	15th St	East	25	2	0	0	Fair	0	No Buffer	Yes	High Density Residential	2
	15th St	OR 126	West	25	2	0	0	Fair	6	No Buffer	No	High Density Residential	2
	15th St	OR 126	East	25	2	0	0	Fair	6	No Buffer	Yes	High Density Residential	2
Bay St	Kingwood St	1st St	North	25	2	0	0	Fair	6		Yes	Mainstreet Commercial	4
	Kingwood St	1st St	South	25	2	0	0	Fair	6		Yes	Mainstreet Commercial	4
Airport Rd/15th St	Kingwood St	Nopal St	North	25	2		0	Fair	6	No Buffer	Yes	Medium Density Residential	2
	Kingwood St	Nopal St	South	25	2		0	No Sidewalk	0	No Buffer	No	Medium Density Residential	4
	Nopal St	US 101	North	25	2	0	6	No Sidewalk	0	No Buffer	Yes	High Density Residential	4

Street	From	To	Side	PLTS Criteria									PLTS
				Speed (mph)	Total Number of Lanes	Bicycle Facility Width (feet)	Parking Width (feet)	Sidewalk Condition	Sidewalk Width (feet)	Buffer Type	Illumination?	Land Use	
	Nopal St	US 101	South	25	2	0	6	No Sidewalk	0	No Buffer	No	High Density Residential	4
	US 101	Spruce St	North	25	2	0	6	Good	6	No Buffer	Yes	Commercial	3
	US 101	Spruce St	South	25	2	0	6	Fair	6	No Buffer	No	Commercial	3
21st St	Oak St	US 101	North	25	2	0	6	Fair	6	No Buffer	No	High Density Residential	2
	Oak St	US 101	South	25	2	0	6	Fair	6	No Buffer	Yes	High Density Residential	2
	US 101	Spruce St	North	25	2	0	6	No Sidewalk	0	No Buffer	No	Commercial	4
	US 101	Spruce St	South	25	2	0	6	Fair	6	No Buffer	Yes	Commercial	3
27th St	Kingwood St	Oak St	North	20	2	6	0	Fair	6	No Buffer	Yes	High Density Residential	2
	Kingwood St	Oak St	South	20	2	6	0	Fair	6	No Buffer	Yes	High Density Residential	2
	Oak St	US 101	North	25	2	0	6	Fair	6	No Buffer	No	High Density Residential	2
	Oak St	US 101	South	25	2	0	6	No Sidewalk	0	No Buffer	No	High Density Residential	4
30th St	Oak St	Spruce St	North	25	2	0	6	No Sidewalk	6	No Buffer	Yes	Commercial	4
	Oak St	Spruce St	South	25	2	0	6	No Sidewalk	6	No Buffer	No	Commercial	4
35th St	Rhododendron Dr	Myrtle Loop	North	25	2	6	0	No Sidewalk	0	No Buffer	No	Medium Density Residential	4
	Rhododendron Dr	Myrtle Loop	South	25	2	6	0	No Sidewalk	0	No Buffer	No	Medium Density Residential	4
	Myrtle Loop	US 101	North	25	2	6	0	No Sidewalk	0	No Buffer	No	High Density Residential	4
	Myrtle Loop	US 101	South	25	2	6	0	Fair	6	No Buffer	Yes	High Density Residential	2
	US 101	Spruce St	North	25	2	4	0	Fair	6	No Buffer	No	Commercial	3
	US 101	Spruce St	South	25	2	4	0	Fair	6	No Buffer	No	Commercial	3
	Oak St	US 101	North	25	2	0	0	No Sidewalk	0	No Buffer	No	Commercial	4

Street	From	To	Side	PLTS Criteria									PLTS
				Speed (mph)	Total Number of Lanes	Bicycle Facility Width (feet)	Parking Width (feet)	Sidewalk Condition	Sidewalk Width (feet)	Buffer Type	Illumination?	Land Use	
42nd St/43rd St	Oak St	US 101	South	25	2	0	0	No Sidewalk	0	No Buffer	No	Commercial	4
	US 101	Spruce St	North	25	2	5	0	No Sidewalk	0	No Buffer	Yes	Commercial	4
	US 101	Spruce St	South	25	2	5	0	No Sidewalk	0	No Buffer	No	Commercial	4

ATTACHMENT E:
ODOT CRASH DATA

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

Intersectional Crashes at Kingwood St & 9th St in Florence, OR.
January 1, 2016 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2020														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2020 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2019														
ANGLE	0	0	2	2	0	0	0	1	1	2	0	2	0	0
2019 TOTAL	0	0	2	2	0	0	0	1	1	2	0	2	0	0
YEAR: 2017														
ANGLE	0	1	0	1	0	5	0	1	0	1	0	1	0	0
2017 TOTAL	0	1	0	1	0	5	0	1	0	1	0	1	0	0
YEAR: 2016														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2016 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
FINAL TOTAL	0	1	4	5	0	5	0	4	1	5	0	5	0	0

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

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

CITY OF FLORENCE, LANE COUNTY

Intersectional Crashes at Kingwood St & 9th St in Florence, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01920	N	N	N			05/31/2016	17	KINGWOOD ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT											02
NO RPT			N			Tue 3P	0	9TH ST	CN		STOP SIGN	N	DRY	ANGL		N/A	E W									000		00
No						*43 58 28.68 -124 6 31.29*		1	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9	STRGHT											
																N/A	N S									000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
02035	N	N	N			06/12/2017	17	KINGWOOD ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NO RPT			N			Mon 7P	0	9TH ST	CN		STOP SIGN	N	DRY	ANGL		PRVTE	S N									000	013	00
No						*43 58 28.68 -124 6 31.29*		1	02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	80	M	OTH-Y N-RES		028	000		02
																		02	PSNG	INJC	74	F			000	000		00
															02	NONE 1	STRGHT											
																PRVTE	E W									000	013	00
																PSNGR CAR		01	DRVR	INJC	56	M	OR-Y OR<25		000	000		00
																		02	PSNG	INJC	34	M			000	000		00
															03	NONE 0	STOP											
																PRVTE	N S									022		00
																PSNGR CAR		01	DRVR	INJC	65	M	OTH-Y OR<25		000	000		00
																		02	PSNG	INJC	51	F			000	000		00
02929	N	N	N			09/22/2019	17	KINGWOOD ST	INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 9	STRGHT											02
NONE			N			Sun 12P	0	9TH ST	CN		STOP SIGN	N	WET	ANGL		N/A	E W									000		00
No						*43 58 28.69 -124 6 31.28*		1	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9	STRGHT											
																N/A	S N									000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
00450	N	N	N			02/10/2020	17	KINGWOOD ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT											02
CITY			N			Mon 11A	0	9TH ST	CN		STOP SIGN	N	DRY	ANGL		N/A	S N									015		00
No						*43 58 28.68 -124 6 31.29*		1	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9	STRGHT											
																N/A	E W									000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00

CITY OF FLORENCE, LANE COUNTY

Intersectional Crashes at Kingwood St & 9th St in Florence, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
03302	N	N	N			10/23/2019	17	KINGWOOD ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT											02
NONE			N			Wed 1P	0	9TH ST	CN		UNKNOWN	N	DRY	ANGL		N/A	W E									000		00
No						*43 58 28.68 -124 6 31.29*	1		03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9	STRGHT											
																N/A	N S									000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00

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

Intersectional Crashes at Kingwood St & Airport Rd (15th St) in Florence, OR.
January 1, 2016 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2020														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2020 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2019														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2019 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2017														
TURNING MOVEMENTS	0	1	0	1	0	1	0	0	1	1	0	1	0	0
2017 TOTAL	0	1	0	1	0	1	0	0	1	1	0	1	0	0
FINAL TOTAL	0	1	2	3	0	1	0	2	1	3	0	3	0	0

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CITY OF FLORENCE, LANE COUNTY

Intersectional Crashes at Kingwood St & Airport Rd (15th St) in Florence, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
04513	N	N	N			12/05/2017	17	AIRPORT RD	INTER	3-LEG	N	N	CLR	ANGL-STP	01	NONE 0	TURN-R										012	10
NONE			N			Tue 9A	0	KINGWOOD ST	E		STOP SIGN	N	WET	TURN		PRVTE	S E									000	012	00
No	*43 58 43.15*					*-124 6 31.47*		1	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	35	M	OR-Y OR<25		017	000		10
															02	NONE 0	STOP											
																PRVTE	E W									012		00
																PSNGR CAR		01	DRVR	INJC	57	M	OR-Y OR<25		000	000		00
03531	N	N	N	N	N	11/11/2019	17	AIRPORT RD	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 9	TURN-L											02
CITY			N			Mon 1P	0	KINGWOOD ST	CN		STOP SIGN	N	DRY	TURN		N/A	E S									015		00
No	*43 58 43.15*					*-124 6 31.47*		1	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9	STRGHT											
																N/A	N S									000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
00485	N	N	N			02/12/2020	17	AIRPORT RD	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 9	TURN-L											02
NONE			N			Wed 3P	0	KINGWOOD ST	CN		STOP SIGN	N	DRY	TURN		N/A	E S									015		00
No	*43 58 43.15*					*-124 6 31.47*		1	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9	STRGHT											
																N/A	N S									000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00

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

Intersectional Crashes at Kingwood St & 27th St in Florence, OR.
January 1, 2016 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2018														
FIXED / OTHER OBJECT	0	0	2	2	0	0	0	2	0	2	0	2	0	2
2018 TOTAL	0	0	2	2	0	0	0	2	0	2	0	2	0	2
FINAL TOTAL	0	0	2	2	0	0	0	2	0	2	0	2	0	2

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

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

CITY OF FLORENCE, LANE COUNTY

Intersectional Crashes at Kingwood St & 27th St in Florence, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01120	N	N	N			04/20/2018	17	NW KINGWOOD ST	INTER	CROSS	N	Y	CLR	FIX OBJ	01	NONE 9	STRGHT										062	10
NO RPT			N			Fri 1P	0	NW 27TH ST	N		STOP SIGN	N	DRY	FIX		N/A	N S									000		00
No						*43 59 24.26 -124 6 34.99*	1		06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
01316	N	N	N			04/20/2018	17	NW KINGWOOD ST	INTER	CROSS	N	Y	CLR	FIX OBJ	01	NONE 9	STRGHT										062	10
NONE			N			Fri 1P	0	NW 27TH ST	S		STOP SIGN	N	DRY	FIX		N/A	N S									000		00
No						*43 59 24.26 -124 6 35.00*	1		04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00

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

Intersectional Crashes at Kingwood St & 35th St in Florence, OR.
January 1, 2016 through December 31, 2020

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

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

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

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

Intersectional Crashes at OR-126, Florence-Eugene Hwy (#062) & North Fork Siuslaw Rd in Lane County, OR.
January 1, 2016 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2017														
TURNING MOVEMENTS	0	1	0	1	0	1	0	0	1	1	0	1	0	0
2017 TOTAL	0	1	0	1	0	1	0	0	1	1	0	1	0	0
FINAL TOTAL	0	1	0	1	0	1	0	0	1	1	0	1	0	0

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

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

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

062 FLORENCE-EUGENE

Intersectional Crashes at OR-126, Florence-Eugene Hwy (#062) & North Fork Siuslaw Rd in Lane County, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUG / MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# CMPT/MLG MILEPNT LRS	FC CONN # FIRST STREET SECOND STREET INTERSECTION SEQ#	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN EVENT	CAUSE
04128	N	N	N	N	N	11/10/2017	LANE	1 14		INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE 0	TURN-R										08
STATE		N				Fri 10A		MN 0		N		STOP SIGN	N	WET	TURN		PRVTE	E N									000	00
							FLORENCE UA	1.00		06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	42	F	OR-Y		001	017	08
No		*43 58*				*35.19 -124*	*5 2.51*	006200100S00																OR<25				
																02	NONE 0	STRGHT									006	00
																	PRVTE	N S										
																	PSNGR CAR		01	DRVR	INJC	39	F	OR-Y		000	000	00
																								OR<25				

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

Intersectional Crashes at OR-126, Florence-Eugene Hwy (#062) & Quince St in Florence, OR.
January 1, 2016 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2020														
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2020 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2019														
ANGLE	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	0	1	1	0	0
2019 TOTAL	0	1	1	2	0	1	0	2	0	1	1	2	0	0
YEAR: 2018														
ANGLE	0	1	1	2	0	1	0	1	1	2	0	2	0	0
BACKING	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	1	1	2	0	1	0	2	0	2	0	2	0	0
2018 TOTAL	0	2	3	5	0	2	0	4	1	5	0	5	0	0
YEAR: 2017														
ANGLE	0	1	1	2	0	1	0	1	1	2	0	2	0	0
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	1	0	1	0	0
2017 TOTAL	0	1	3	4	0	1	0	2	2	4	0	4	0	0
FINAL TOTAL	0	5	7	12	0	5	0	9	3	11	1	12	0	0

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

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062 FLORENCE-EUGENE                                                     Intersectional Crashes at OR-126, Florence-Eugene Hwy (#062) & Quince St in Florence, OR.
                                                                                        January 1, 2016 through December 31, 2020
           D
           R
        S  U
        P  G S W                                  RD#  FC   CONN #                              INT-TYP                                        SPCL USE
SER#    E A / C O  DATE          COUNTY           CMPT/MLG  FIRST  STREET      RD CHAR  (MEDIAN) INT-REL OFFRD WTHR  CRASH TYP    TRLR QTY   MOVE                          A  S
INVEST  E L M H R  DAY/TIME      CITY             MILEPNT   SECOND STREET      DIRECT     LEGS   TRAF-   RNDBT SURF  COLL TYP     OWNER      FROM        PRTC  INJ     G  E  LICNS  PED
UNLOC?  D C J L K  LAT/LONG      URBAN AREA       LRS       INTERSECTION SEQ#  LOCTN   (#LANES)  CNTL    DRVWY LIGHT SVRTY     V# VEH TYPE    TO      P#  TYPE  SVRTY   E  X  RES    LOC  ERROR         ACTN  EVENT       CAUSE

01312   N N N N N  05/04/2019    LANE             1    14                      INTER     CROSS   N         N  CLR   S-1STOP     01  NONE     9  STRGHT                                                                        29
CITY        N      Sat     8P    FLORENCE         MN    0   FLORENCE-EUGENE HY S                 STOP SIGN N  DRY   REAR            N/A         S  N                                                 000                00
                                 FLORENCE UA        0.11    QUINCE ST          06         0                N  DUSK  PDO             PSNGR CAR           01  DRVR  NONE    00 U  UNK          000           000                00
No        43 58  28.80 -124      6    4.25        006200100S00              1                                                                                                 UNK

                                                                                                                                02  NONE     9  STOP
                                                                                                                                    N/A         S  N                                                 011                00
                                                                                                                                    PSNGR CAR           01  DRVR  NONE    00 U  UNK          000           000                00
                                                                                                                                                                                  UNK

01134   N N N      04/05/2017    LANE             1    14                      INTER     CROSS   N         N  CLR   ANGL-OTH    01  NONE     9  STRGHT                                                                        02
NONE        N      Wed     4P    FLORENCE         MN    0   FLORENCE-EUGENE HY CN                STOP SIGN N  DRY   ANGL            N/A         S  N                                                 000                00
                                 FLORENCE UA        0.11    QUINCE ST          02         0                N  DAY   PDO             PSNGR CAR           01  DRVR  NONE    00 U  UNK          000           000                00
No        43 58  28.80 -124      6    4.25        006200100S00              1                                                                                                 UNK

                                                                                                                                02  NONE     9  STRGHT
                                                                                                                                    N/A         E  W                                                 000                00
                                                                                                                                    PSNGR CAR           01  DRVR  NONE    00 U  UNK          000           000                00
                                                                                                                                                                                  UNK

01050   N N N      04/15/2018    LANE             1    14                      INTER     CROSS   N         N  RAIN  ANGL-OTH    01  NONE     0  STRGHT                                                                        02
CITY        N      Sun    12P    FLORENCE         MN    0   FLORENCE-EUGENE HY CN                STOP SIGN N  WET   ANGL            PRVTE       E  W                                                 000                00
                                 FLORENCE UA        0.11    QUINCE ST          02         0                N  DAY   INJ             PSNGR CAR           01  DRVR  INJC    54 M  OR-Y         000           000                00
No        43 58  28.80 -124      6    4.25        006200100S00              1                                                                                                 OR<25

                                                                                                                                02  NONE     0  STRGHT
                                                                                                                                    PRVTE       S  N                                                 015                00
                                                                                                                                    PSNGR CAR           01  DRVR  NONE    76 M  OTH-Y        028           000                02
                                                                                                                                                                                  N-RES

03177   N N N N N  12/24/2020    LANE             1    14                      INTER     CROSS   N         N  CLR   ANGL-OTH    01  NONE        TURN-L                                                                        02
CITY        N      Thu     1P    FLORENCE         MN    0   FLORENCE-EUGENE HY CN                STOP SIGN N  DRY   TURN            PRVTE       S  W                                                 000                00
                                 FLORENCE UA        0.11    QUINCE ST          02         0                N  DAY   INJ             PSNGR CAR           01  DRVR  NONE    67 M  OR-Y         028           000                02
No        43 58  28.81 -124      6    4.25        006200100S00              1                                                                                                 OR<25

                                                                                                                                02  NONE        TURN-L
                                                                                                                                    PRVTE       E  S                                                 000                00
                                                                                                                                    PSNGR CAR           01  DRVR  INJC    71 F  OR-Y         000           000                00
                                                                                                                                                                                  OR<25

00507   N N N N N  02/10/2017    LANE             1    14                      INTER     CROSS   N         N  RAIN  O-1 L-TURN  01  NONE     9  STRGHT                                                                        02
NONE        N      Fri     5P    FLORENCE         MN    0   FLORENCE-EUGENE HY CN                NONE      N  WET   TURN            N/A         W  E                                                 000                00
                                 FLORENCE UA        0.11    QUINCE ST          03         0                N  DAY   PDO             PSNGR CAR           01  DRVR  NONE    00 U  UNK          000           000                00
No        43 58  28.80 -124      6    4.25        006200100S00              1                                                                                                 UNK
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062 FLORENCE-EUGENE — Intersectional Crashes at OR-126, Florence-Eugene Hwy (#062) & Quince St in Florence, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPEED	ALC	DRUG	MJ	SCH	HR	WRK	DATE / DAY/TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# CMPT/MLG MILEPNT LRS	FC	CONN # FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																			02	NONE 9 N/A	TURN-L E S									000		00
																				PSNGR CAR UNK		01	DRVR	NONE	00	U	UNK UNK		000	000		00
03356	N	N	N	N	N			09/17/2017	LANE	1 14			INTER	CROSS	N		N	RAIN	ANGL-OTH	01	NONE 0	TURN-L											02
CITY		N						Sun 2P	FLORENCE	MN 0		FLORENCE-EUGENE HY	CN		STOP SIGN		N	WET	ANGL		PRVTE	S W								015		00
									FLORENCE UA	0.11		QUINCE ST	04	0			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	26	F	OTH-Y		028	000		02
No	*43*	*58*						*28.80 -124*	*6 4.25*	006200100S00		1										N-RES											
																			02	NONE 0 PRVTE	STRGHT W E									000		00
																				PSNGR CAR		01	DRVR	INJC	60	M	OR-Y OR<25		000	000		00
00574	N	N	N		Y			02/26/2018	LANE	1 14			INTER	CROSS	N		N	CLR	ANGL-STP	01	NONE 9	BACK											08
NONE		N						Mon 1P	FLORENCE	MN 0		FLORENCE-EUGENE HY	CN		STOP SIGN		N	DRY	BACK		N/A	S E								000		00
									FLORENCE UA	0.11		QUINCE ST	04	0			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
No	*43*	*58*						*28.80 -124*	*6 4.25*	006200100S00		1																					
																			02	NONE 9 N/A	STOP E W									011		00
																				PSNGR CAR UNK		01	DRVR	NONE	00	U	UNK UNK		000	000		00
01064	N	N	N					04/16/2018	LANE	1 14			INTER	CROSS	N		N	CLD	ANGL-OTH	01	NONE 9	STRGHT											02
CITY		N						Mon 12P	FLORENCE	MN 0		FLORENCE-EUGENE HY	CN		STOP SIGN		N	DRY	TURN		N/A	W E								000		00
									FLORENCE UA	0.11		QUINCE ST	04	0			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
No	*43*	*58*						*28.80 -124*	*6 4.25*	006200100S00		1																					
																			02	NONE 9 N/A	TURN-L S W									015		00
																				PSNGR CAR UNK		01	DRVR	NONE	00	U	UNK UNK		000	000		00
01150	N	N	N	N	N			04/23/2018	LANE	1 14			INTER	CROSS	N		N	CLR	ANGL-OTH	01	NONE 0	TURN-L										001	02
STATE		N						Mon 2P	FLORENCE	MN 0		OREGON COAST HY	CN		STOP SIGN		N	DRY	TURN		PRVTE	S W								015		00
									FLORENCE UA	0.11		QUINCE ST	04	0			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	74	M	OR-Y OR<25		028	000		02
No	*43*	*58*						*28.80 -124*	*6 4.25*	006200100S00		1																					
																			02	NONE 0 PRVTE	STRGHT W E									000		00
																				MTRCYCLE OR<25		01	DRVR	INJA	66	M	OR-Y		000	000	001	00

062 FLORENCE-EUGENE

Intersectional Crashes at OR-126, Florence-Eugene Hwy (#062) & Quince St in Florence, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# CMPT/MILEPNT LRS	FC / MLG / PNT	CONN # FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS / RES	PED LOC	ERROR	ACTN EVENT	CAUSE
02281	N	N	N			07/30/2018	LANE	1	14		INTER	CROSS	N		N	ANGL-OTH	01	NONE 9	STRGHT										04
CITY			N			Mon 2P	FLORENCE	MN 0		FLORENCE-EUGENE HY	CN		STOP SIGN		N DRY	ANGL		N/A	S N									000	00
							FLORENCE UA	0.11		QUINCE ST	04	0			N DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000	00
No						*43 58 28.81 -124*	*6 4.27*	006200100	S00	1																UNK				
																	02	NONE 9	STRGHT										
																		N/A	W E									000	00
																		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000	00
																									UNK				
02552	N	N	N	N	N	08/23/2019	LANE	1	14		INTER	CROSS	N		N	ANGL-OTH	01	NONE	STRGHT										02
CITY			N			Fri 2P	FLORENCE	MN 0		FLORENCE-EUGENE HY	CN		STOP SIGN		N DRY	ANGL		UNKN	W E									000	00
							FLORENCE UA	0.11		QUINCE ST	04	0			N DAY	INJ		PSNGR CAR		01	DRVR	INJC	89	F	OR-Y		000	000	00
No						*43 58 28.80 -124*	*6 4.25*	006200100	S00	1																OR<25				
																	02	NONE	STRGHT										
																		PRVTE	S N									015	00
																		PSNGR CAR		01	DRVR	NONE	17	F	OR-Y		028	000	02
																									OR<25				

CITY OF FLORENCE, LANE COUNTY

Intersectional Crashes at OR-126, Florence-Eugene Hwy (#062) & Quince St in Florence, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01354	N	N	N			04/21/2017	17	FLORENCE-EUGENE HY	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 9	STRGHT											29
NONE			N			Fri 4P	0	QUINCE ST	S		STOP SIGN	N	DRY	REAR		N/A	S N									000		00
No						*43 58 28.80 -124 6 4.25*	1		06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9	STOP											
																N/A	S N									011		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00

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

Intersectional Crashes at OR-126, Florence-Eugene Hwy (#062) & Spruce St in Florence, OR.
January 1, 2016 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2017														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2017 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2016														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2016 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
FINAL TOTAL	0	0	2	2	0	0	0	2	0	2	0	2	0	0

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

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062 FLORENCE-EUGENE

Intersectional Crashes at OR-126, Florence-Eugene Hwy (#062) & Spruce St in Florence, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPEED	ALC	DRUG	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# / CMPT/MILEPNT / LRS	FC / MLG / CONN # / FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN EVENT	CAUSE
01653	N	N	N			05/09/2016	LANE	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 9	STRGHT										29
NONE		N				Mon 10A	FLORENCE	MN 0	FLORENCE-EUGENE HY	E		STOP SIGN	N	DRY	REAR		N/A	W E									000	00
							FLORENCE UA	0.24	SPRUCE ST	05	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK	000	000	000	00
No	*43*	*58*	*28.02*	*-124*	*5*	*55.15*	006200100S00		1															UNK				
																02	NONE 9	STOP										
																	N/A	W E									011	00
																	PSNGR CAR		01	DRVR	NONE	00	U	UNK	000	000	000	00
																								UNK				
02334	N	N	N	N	N	07/03/2017	LANE	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 9	TURN-L										02
CITY		N				Mon 1P	FLORENCE	MN 0	FLORENCE-EUGENE HY	CN		STOP SIGN	N	DRY	TURN		N/A	W N									000	00
							FLORENCE UA	0.24	SPRUCE ST	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK	000	000	000	00
No	*43*	*58*	*28.02*	*-124*	*5*	*55.15*	006200100S00		1															UNK				
																02	NONE 9	STRGHT										
																	N/A	E W									000	00
																	MTRCYCLE		01	DRVR	NONE	00	U	UNK	000	000	000	00
																								UNK				

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

Intersectional Crashes at Rhododendron Dr & 9th St in Florence, OR.
January 1, 2016 through December 31, 2020

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

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

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

OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF FLORENCE, LANE COUNTY

Intersectional Crashes at Rhododendron Dr & 9th St in Florence, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00660	N	N	N	N	N	02/19/2016	17	RHODODENDRON DR	INTER	3-LEG	N	Y	RAIN	FIX OBJ	01	NONE 9	STRGHT										040,100	16
NONE			N			Fri 5A	0	9TH ST	S		NONE	N	WET	FIX		N/A	N S									000		00
No	*43 58 31.68*					*-124 7 14.13*	1		05	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00

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

Intersectional Crashes at Rhododendron Dr & 35th St in Florence, OR.
January 1, 2016 through December 31, 2020

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

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

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

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

Intersectional Crashes at Rhododendron Dr / 4th Ave & Heceta Beach Rd / Kiwanda St in Florence, OR.
January 1, 2016 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2020														
ANGLE	0	1	0	1	0	3	0	1	0	1	0	1	0	0
2020 TOTAL	0	1	0	1	0	3	0	1	0	1	0	1	0	0
YEAR: 2018														
ANGLE	0	1	0	1	0	4	0	1	0	1	0	1	0	0
2018 TOTAL	0	1	0	1	0	4	0	1	0	1	0	1	0	0
YEAR: 2016														
ANGLE	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2016 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
FINAL TOTAL	0	3	0	3	0	8	0	3	0	3	0	3	0	0

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

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CITY OF FLORENCE, LANE COUNTY

Intersectional Crashes at Rhododendron Dr / 4th Ave & Heceta Beach Rd / Kiwanda St in Florence, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02533	N	N	N	N	N	10/16/2020	17	HECETA BEACH RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											27,03
CITY			N			Fri 10A	0	4TH ST	CN		STOP SIGN	N	DRY	ANGL		PRVTE	S N									000		00
No	*44*	*1*	*59.82*	*-124*	*7*	*45.05*	1		02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	75	F	OR-Y OR<25		016,021	038		27,03
															02	NONE 0	STRGHT											
																PRVTE	E W									000		00
																PSNGR CAR		01	DRVR	INJA	62	M	OTH-Y N-RES		000	000		00
																		02	PSNG	INJA	66	F			000	000		00
02397	N	N	N	N	N	07/04/2016	17	HECETA BEACH RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
CITY			N			Mon 2P	0	RHODODENDRON DR	CN		STOP SIGN	N	DRY	ANGL		PRVTE	S N									000		00
No	*44*	*1*	*59.82*	*-124*	*7*	*45.05*	1		04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	73	F	OR-Y OR<25		000	000		00
																		02	PSNG	NO<5	01	F			000	000		00
																		03	PSNG	INJC	52	F			000	000		00
															02	NONE 0	STRGHT											
																PRVTE	W E									015		00
																PSNGR CAR		01	DRVR	NONE	72	F	OR-Y OR>25		028	000		02
02836	N	N	N	N	N	09/12/2018	17	HECETA BEACH RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											27,02
STATE			N			Wed 1P	0	RHODODENDRON DR	CN		STOP SIGN	N	DRY	ANGL		PRVTE	W E									000		00
No	*44*	*1*	*59.82*	*-124*	*7*	*45.05*	1		04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	19	F	OR-Y OR<25		000	000		00
																		02	PSNG	INJB	18	M			000	000		00
																		03	PSNG	INJA	24	M			000	000		00
															02	NONE 0	STRGHT											
																PRVTE	S N									015		00
																PSNGR CAR		01	DRVR	INJB	50	F	OR-Y OR<25		016,028	038		27,02

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

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & 2nd St in Florence, OR.
January 1, 2016 through December 31, 2020

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

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009 OREGON COAST

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & 2nd St in Florence, OR.
January 1, 2016 through December 31, 2020

```
                D
                R
            S   U
            P   G S W                                    RD#  FC   CONN #                                   INT-TYP                                                 SPCL USE
SER#        E A / C O  DATE       COUNTY                 CMPT/MLG  FIRST  STREET          RD CHAR  (MEDIAN) INT-REL  OFFRD WTHR  CRASH TYP      TRLR QTY  MOVE                     A  S
INVEST      E L M H R  DAY/TIME   CITY                   MILEPNT   SECOND STREET          DIRECT     LEGS   TRAF-    RNDBT SURF  COLL TYP       OWNER     FROM      PRTC INJ        G  E  LICNS PED
UNLOC?      D C J L K  LAT/LONG   URBAN AREA             LRS       INTERSECTION SEQ#      LOCTN   (#LANES)  CNTL     DRVWY LIGHT SVRTY      V# VEH TYPE   TO     P# TYPE SVRTY    E  X  RES   LOC ERROR        ACTN EVENT        CAUSE

02966  N N N     08/11/2016 LANE           1   14                         INTER     CROSS  N            N CLR  S-1STOP    01 NONE      STRGHT                                                      004,013      07,29
NONE       N     Thu    12P FLORENCE       MN   0   OREGON COAST HY       NE               UNKNOWN      N DRY  REAR          PRVTE     NE SW                                               007                  00
                            FLORENCE UA    190.70   2ND ST                06          0                 N DAY  INJ          PSNGR CAR          01 DRVR NONE  61 F OTH-Y      026         000                  07,29
No      43 58    6.82 -124  6  27.21       000900100S00              1                                                                                N-RES

                                                                                                                          02 NONE      STOP
                                                                                                                             PRVTE     NE SW                                               011  013             00
                                                                                                                            PSNGR CAR          01 DRVR NONE  65 M OR-Y       000         000                  00
                                                                                                                                                                 OR<25

                                                                                                                          03 NONE      STOP
                                                                                                                             PRVTE     NE SW                                               011  004             00
                                                                                                                            PSNGR CAR          01 DRVR INJC  26 F OR-Y       000         000                  00
                                                                                                                                                                 OR<25

03543  N N N N N 10/04/2017 LANE           1   14                         INTER     CROSS  N            Y CLR  FIX OBJ    01 NONE    9 STRGHT                                                      050,052,123  27
CITY       N     Wed     5A FLORENCE       MN   0   OREGON COAST HY       SW               SP PED SIG   N DRY  FIX           N/A       UN UN                                               001                  00
                            FLORENCE UA    190.70   2ND ST                06          0                 N DLIT PDO          PSNGR CAR          01 DRVR NONE  00 U UNK        000         000                  00
No      43 58    6.82 -124  6  27.21       000900100S00              1                                                                                UNK

01087  N N N N N 03/27/2016 LANE           1   14                         INTER     CROSS  N            N CLR  ANGL-OTH   01 NONE    0 STRGHT                                                                   04
NO RPT     N     Sun    10A FLORENCE       MN   0   OREGON COAST HY       CN               TRF SIGNAL   N DRY  TURN          PRVTE     NE SW                                               000                  00
                            FLORENCE UA    190.70   2ND ST                03          0                 N DAY  INJ          PSNGR CAR          01 DRVR NONE  41 M OR-Y       000         000                  00
No      43 58    6.82 -124  6  27.21       000900100S00              1                                                                                OR>25

                                                                                                                          02 NONE    0 TURN-L
                                                                                                                             PRVTE     W  NE                                               000                  00
                                                                                                                            PSNGR CAR          01 DRVR INJA  72 M OR-Y       016,020     000                  04
                                                                                                                                                                 OR<25

02055  N N N N N 08/26/2020 LANE           1   14                         INTER     CROSS  N            N CLR  O-1 L-TURN 01 NONE    9 TURN-L                                                                   02,27
CITY       N     Wed    12P FLORENCE       MN   0   OREGON COAST HY       CN               TRF SIGNAL   N DRY  TURN          N/A       E  SW                                               000                  00
                            FLORENCE UA    190.70   2ND ST                03          0                 N DAY  PDO          PSNGR CAR          01 DRVR NONE  00 U UNK        000         000                  00
No      43 58    6.82 -124  6  27.21       000900100S00              1                                                                                UNK

                                                                                                                          02 NONE    9 STRGHT
                                                                                                                             N/A       W  E                                                000                  00
                                                                                                                            PSNGR CAR          01 DRVR NONE  00 U UNK        000         000                  00
                                                                                                                                                                 UNK
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OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes on US-101, Oregon Coast Hwy (#009) & 10th St. Includes Crashes at Intersection with NB Turn Lane from OR-126.
January 1, 2016 through December 31, 2020

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

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009 OREGON COAST — Intersectional Crashes on US-101, Oregon Coast Hwy (#009) & 10th St. Includes Crashes at Intersection with NB Turn Lane from OR-126.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPEED	ALC	MJL	DRUG	SCH	WRK	DATE / DAY/TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# / CMPT/MILEPNT / LRS	FC / MLG	CONN # / FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS / RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00827	N	N	N	N	Y		03/18/2019	LANE	1	14		INTER	CROSS	N		N	CLR	S-1TURN	01	NONE	STRGHT										08,06
CITY		N					Mon 2P	FLORENCE	MN 0		OREGON COAST HY	CN		STOP SIGN		N	DRY	TURN		PRVTE	NE SW								000		00
								FLORENCE UA	190.16		10TH ST	01	0			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	57	M	OR-Y		071	000		06
No	*43*	*58*		*32.02*	*-124*	*6*	*8.88*		000900100S00		1																	OR<25				
																			02	NONE	TURN-L										
																				PRVTE	NE E								000		00
																				PSNGR CAR		01	DRVR	INJB	68	M	OR-Y		006	000		08
																											OR<25				

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

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & 15th St in Florence, OR.
January 1, 2016 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2019														
TURNING MOVEMENTS	0	1	0	1	0	2	0	1	0	1	0	1	0	0
2019 TOTAL	0	1	0	1	0	2	0	1	0	1	0	1	0	0
YEAR: 2018														
REAR-END	0	1	0	1	0	2	0	0	1	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	0	1	1	0	0
2018 TOTAL	0	1	1	2	0	2	0	1	1	1	1	2	0	0
YEAR: 2016														
REAR-END	0	0	2	2	0	0	0	2	0	2	0	2	0	0
SIDESWIPE - OVERTAKING	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	0	1	1	0	0
2016 TOTAL	0	0	4	4	0	0	0	4	0	3	1	4	0	0
FINAL TOTAL	0	2	5	7	0	4	0	6	1	5	2	7	0	0

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

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009 OREGON COAST

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & 15th St in Florence, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPEED	ALC	MDRUG	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# / CMPT/MILEPNT / LRS	FC / MLG / PNT	CONN # / FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN EVENT	CAUSE
01573	N	N	N			05/04/2016	LANE	1	14		INTER	CROSS	N		N CLR	S-1STOP	01	NONE 9	STRGHT										29
NONE		N				Wed 6P	FLORENCE	MN 0		OREGON COAST HY	N		STOP SIGN		N DRY	REAR		N/A	N S									000	00
							FLORENCE UA	189.85		15TH ST	06	0			N DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000	00
No	*43*	*58*	*47.75*	*-124*	*6*	*4.38*	000900100S00		1																	UNK				
																	02	NONE 9	STOP										
																		N/A	N S									011	00
																		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000	00
																										UNK			
02597	N	N	N			07/18/2016	LANE	1	14		INTER	CROSS	N		N CLR	S-1STOP	01	NONE 9	STRGHT										29
NO RPT		N				Mon 1P	FLORENCE	MN 0		OREGON COAST HY	N		STOP SIGN		N DRY	REAR		N/A	N S									000	00
							FLORENCE UA	189.85		15TH ST	06	0			N DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000	00
No	*43*	*58*	*47.75*	*-124*	*6*	*4.38*	000900100S00		1																	UNK				
																	02	NONE 9	STOP										
																		N/A	N S									011	00
																		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000	00
																										UNK			
02967	N	N	N			08/11/2016	LANE	1	14		INTER	CROSS	N		N CLR	S-1STOP	01	NONE 9	STRGHT										02
CITY		N				Thu 1P	FLORENCE	MN 0		OREGON COAST HY	N		STOP SIGN		N DRY	SS-O		N/A	N S									000	00
							FLORENCE UA	189.85		15TH ST	06	0			N DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000	00
No	*43*	*58*	*47.75*	*-124*	*6*	*4.38*	000900100S00		1																	UNK				
																	02	NONE 9	STOP										
																		N/A	N S									011	00
																		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000	00
																										UNK			
01248	N	N	N	N	N	05/03/2018	LANE	1	14		INTER	CROSS	N		N CLD	S-1TURN	01	NONE 0	STRGHT										29
CITY		N				Thu 6A	FLORENCE	MN 0		OREGON COAST HY	N		NONE		N WET	REAR		PRVTE	N S									000	00
							FLORENCE UA	189.85		15TH ST	06	0			N DAY	INJ		PSNGR CAR		01	DRVR	INJC	42	F	OR-Y		042	000	29
No	*43*	*58*	*47.75*	*-124*	*6*	*4.38*	000900100S00		1																	OR<25				
																	02	NONE 0	TURN-R										
																		PRVTE	N W									000	00
																		PSNGR CAR		01	DRVR	INJC	31	M	OR-Y		000	000	00
																										OR<25			
03778	N	N	N			11/19/2018	LANE	1	14		INTER	CROSS	N		N CLR	ANGL-OTH	01	NONE 9	STRGHT										02
NO RPT		N				Mon 5P	FLORENCE	MN 0		OREGON COAST HY	CN		STOP SIGN		N DRY	TURN		N/A	N S									000	00
							FLORENCE UA	189.85		15TH ST	01	0			N DARK	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000	00
No	*43*	*58*	*47.75*	*-124*	*6*	*4.38*	000900100S00		1																	UNK				

009 OREGON COAST

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & 15th St in Florence, OR.
January 1, 2016 through December 31, 2020

SER# INVEST UNLOC?	S P E E D / D R U G / S W / E A L C / C O M H R / J L K	DATE DAY/TIME *LAT/LONG*	COUNTY CITY URBAN AREA	RD# FC CMPT/MLG MILEPNT LRS	CONN # FIRST STREET SECOND STREET INTERSECTION SEQ#	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN EVENT	CAUSE
												02	NONE 9	TURN-L										
													N/A	W N									015	00
													PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000	00
																				UNK				
00161	N N N	01/14/2019	LANE	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	TURN-L										02
CITY	N	Mon 4P	FLORENCE	MN 0	OREGON COAST HY	CN		STOP SIGN	N	DRY	TURN		PRVTE	E S									015	00
			FLORENCE UA	189.85	15TH ST	02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	81	M	OR-Y		028	000	02
No		*43 58 47.77 -124 6 4.40*		000900100S00	1															OR<25				
												02	NONE	STRGHT										
													PRVTE	N S									000	00
													PSNGR CAR		01	DRVR	INJC	39	F	OR-Y		000	000	00
																				OR>25				
															02	PSNG	INJC	48	F			000	000	00
00157	N N N N N	01/10/2016	LANE	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT										03
CITY	N	Sun 7P	FLORENCE	MN 0	OREGON COAST HY	CN		TRF SIGNAL	N	DRY	TURN		N/A	W E									000	00
			FLORENCE UA	189.85	15TH ST	04	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000	00
No		*43 58 47.75 -124 6 4.38*		000900100S00	1															UNK				
												02	NONE 9	TURN-L										
													N/A	S W									000	00
													PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000	00
																				UNK				

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

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & 27th St in Florence, OR.
January 1, 2016 through December 31, 2020

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

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

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009 OREGON COAST

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & 27th St in Florence, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPEED	ALC	DRUG	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# / CMPT/MILEPNT / LRS	FC / MLG / CONN # / FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN EVENT	CAUSE
02320	N	N	N			07/31/2018	LANE	1 14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 1	TURN-R										02
NONE			N			Tue 7P	FLORENCE	MN 0	OREGON COAST HY	CN		STOP SIGN	N	DRY	TURN		PRVTE	W S									000	00
							FLORENCE UA	189.14	27TH ST	03	0		N	DAY	INJ		SEMI TOW		01	DRVR	NONE	54	M	OR-Y		028	000	02
No	*43*	*59*				*24.56 -124*	*6 4.86*	000900100S00	1															OR>25				
																02	NONE 0	STRGHT									000	00
																	PSNGR CAR		01	DRVR	INJC	64	F	OR-Y		000	000	00
																								OR<25				

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

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & 30th St in Florence, OR.
January 1, 2016 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2017														
TURNING MOVEMENTS	0	0	1	1	0	0	1	1	0	1	0	1	0	0
2017 TOTAL	0	0	1	1	0	0	1	1	0	1	0	1	0	0
FINAL TOTAL	0	0	1	1	0	0	1	1	0	1	0	1	0	0

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

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009 OREGON COAST

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & 30th St in Florence, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPEED	ALC	DRUG	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# CMPT/MLG MILEPNT LRS	FC CONN # FIRST STREET SECOND STREET INTERSECTION SEQ#	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN EVENT	CAUSE
01730	N	N	N			05/19/2017	LANE	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	TURN-L										02
NO RPT			N			Fri 9A	FLORENCE	MN 0	OREGON COAST HY	CN		STOP SIGN	N	DRY	TURN		N/A	W N									015	00
							FLORENCE UA	188.97	30TH ST	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000	00
No	*43*	*59*				*33.73 -124*	*6*	*4.99*	000900100S00 1																UNK				
																02	NONE 9	STRGHT										
																	N/A	S N									000	00
																	SEMI TOW		01	DRVR	NONE	00	U	UNK		000	000	00
																								UNK				

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

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & 35th St in Florence, OR.
January 1, 2016 through December 31, 2020

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

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

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009 OREGON COAST

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & 35th St in Florence, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPEED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# / CMPT/MLG / MILEPNT / LRS	FC	CONN # / FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS / RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02884	Y	N	N	N	N	08/12/2017	LANE	1	14		INTER	CROSS	N	Y	CLR	FIX OBJ	01	NONE 9	TURN-L										062	01
CITY			N			Sat 12P	FLORENCE	MN	0	OREGON COAST HY	E		TRF SIGNAL	N	DRY	FIX		N/A	N E									000		00
							FLORENCE UA	188.68		35TH ST	05	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
No						*43 59 48.99 -124*	*6 5.19*	000900100S00		1															UNK					
01023	N	N	N			04/07/2019	LANE	1	14		INTER	CROSS	N	N	RAIN	FIX OBJ	01	NONE 9	STOP										054	12
NONE			N			Sun 2A	FLORENCE	MN	0	OREGON COAST HY	S		TRF SIGNAL	N	WET	FIX		N/A	S N									011		00
							FLORENCE UA	188.68		35TH ST	06	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
No						*43 59 49.00 -124*	*6 5.20*	000900100S00		1															UNK					
00479	N	N	N	N	N	02/05/2016	LANE	1	14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											02
NO RPT			N			Fri 12P	FLORENCE	MN	0	OREGON COAST HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	N S									000		00
							FLORENCE UA	188.68		35TH ST	01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	54	F	OR-Y		000	000		00
No						*43 59 48.99 -124*	*6 5.19*	000900100S00		1															OR>25					
																				02	PSNG	INJC	61	M			000	000		00
																	02	NONE 0	TURN-L											
																		PRVTE	S W									000		00
																		PSNGR CAR		01	DRVR	INJC	93	M	OR-Y		004,028	000		02
																									OR<25					
																				02	PSNG	INJC	95	F			000	000		00
02544	N	N	N			07/13/2016	LANE	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											04
STATE			N			Wed 2P	FLORENCE	MN	0	OREGON COAST HY	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	N S									000		00
							FLORENCE UA	188.68		35TH ST	01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	71	M	OR-Y		020	000		04
No						*43 59 48.99 -124*	*6 5.19*	000900100S00		1															OR<25					
																	02	NONE 0	STRGHT											
																		PRVTE	E W									000		00
																		PSNGR CAR		01	DRVR	NONE	62	F	OR-Y		000	000		00
																									OR<25					
01567	N	N	N	N	N	05/07/2017	LANE	1	14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L											02
COUNTY			N			Sun 2P	FLORENCE	MN	0	OREGON COAST HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S W									000		00
							FLORENCE UA	188.68		35TH ST	01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	46	M	SUSP		004,028	000		02
No						*43 59 48.99 -124*	*6 5.19*	000900100S00		1															N-RES					
																				02	PSNG	INJC	63	M			000	000		00
																				03	PSNG	INJC	03	F			000	000		00
																	02	NONE 0	STRGHT											
																		PRVTE	N S									000		00
																		PSNGR CAR		01	DRVR	INJB	24	F	OR-Y		000	000		00
																									OR>25					
																				02	PSNG	INJB	01	F			000	000		00

009 OREGON COAST DRU — Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & 35th St in Florence, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPEDJ	ALCMK	GSCJL	WORK	DATE / DAY/TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# / CMPT/MLG / MILEPNT / LRS	FC	CONN # / FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS / RES	PED LOC	ERROR	ACTN EVENT	CAUSE
00963	N	N	N		04/07/2018	LANE	1	14		INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT										04
NO RPT		N			Sat 4P	FLORENCE	MN 0		OREGON COAST HY	CN		TRF SIGNAL	N	WET	ANGL		PRVTE	N S									000	00
						FLORENCE UA	188.68		35TH ST	01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	44	M	OTH-Y		020	000	04
No					*43 59 48.99 -124*	*6 5.19*	000900100S00		1															N-RES				
																02	NONE 0	STRGHT										
																	PRVTE	E W									000	00
																	PSNGR CAR		01	DRVR	INJC	75	M	OR-Y		000	000	00
																								OR<25				
01323	N	N	N		05/10/2018	LANE	1	14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT										02
NO RPT		N			Thu 3P	FLORENCE	MN 0		OREGON COAST HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	N S									000	00
						FLORENCE UA	188.68		35TH ST	01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	16	F	OR-Y		000	000	00
No					*43 59 48.99 -124*	*6 5.19*	000900100S00		1															OR<25				
																02	NONE 0	TURN-L										
																	PRVTE	S W									000	00
																	PSNGR CAR		01	DRVR	INJC	83	F	OR-Y		028,004	000	02
																								OR<25				
																03	NONE 0	STOP										
																	PRVTE	W E									022	00
																	PSNGR CAR		01	DRVR	NONE	40	F	OR-Y		000	000	00
																								OR<25				
01865	N	N	N	N	N 05/26/2016	LANE	1	14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L										02
NO RPT		N			Thu 10A	FLORENCE	MN 0		OREGON COAST HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W N									000	00
						FLORENCE UA	188.68		35TH ST	02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	25	F	OR-Y		004,028	000	02
No					*43 59 48.99 -124*	*6 5.19*	000900100S00		1															OR<25				
																02	NONE 0	STRGHT										
																	PRVTE	E W									000	00
																	PSNGR CAR		01	DRVR	INJC	69	F	OR-Y		000	000	00
																								OR<25				
01092	N	N	N		04/18/2018	LANE	1	14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT										04,27
CITY		N			Wed 7P	FLORENCE	MN 0		OREGON COAST HY	CN		TRF SIGNAL	N	DRY	ANGL		N/A	N S									000	00
						FLORENCE UA	188.68		35TH ST	03	0		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000	00
No					*43 59 49.03 -124*	*6 5.18*	000900100S00		1															UNK				
																02	NONE 9	STRGHT										
																	N/A	W E									000	00
																	PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000	00
																								UNK				

009 OREGON COAST

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & 35th St in Florence, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPEED	ALC	MAJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# CMPT/MILEPNT LRS	FC / MLG / CONN # FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01733	N	N	N	N	N	07/26/2020	LANE	1 14		INTER	CROSS	N	N	CLR	S-STRGHT	01	NONE 9	STRGHT											29
CITY		N				Sun 9P	FLORENCE	MN 0	OREGON COAST HY	CN		TRF SIGNAL	N	DRY	REAR		N/A	N S									000		00
							FLORENCE UA	188.68	35TH ST	03	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
No	*43*	*59*		*49.01*	*-124*	*6 5.20*		000900100S00	1															UNK					
																02	NONE 9	STRGHT											
																	N/A	N S									000		00
																	PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
																								UNK					
02744	N	N	N			09/05/2018	LANE	1 14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											02
NO RPT		N				Wed 2P	FLORENCE	MN 0	OREGON COAST HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S N									000		00
							FLORENCE UA	188.68	35TH ST	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	74	M	OR-Y		000	000		00
No	*43*	*59*		*48.99*	*-124*	*6 5.19*		000900100S00	1															OR<25					
																02	NONE 0	TURN-L											
																	PRVTE	N E									000		00
																	PSNGR CAR		01	DRVR	INJC	87	F	OR-Y		028,004	000		02
																								OR<25					
00981	N	N	N	N	N	04/13/2020	LANE	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT										013	04
CITY		N				Mon 2P	FLORENCE	MN 0	OREGON COAST HY	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	S N									000		00
							FLORENCE UA	188.68	35TH ST	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	67	F	OR-Y		020	000		04
No	*43*	*59*		*48.98*	*-124*	*6 5.20*		000900100S00	1															OR<25					
																02	NONE	STRGHT											
																	PRVTE	W E									000	013	00
																	PSNGR CAR		01	DRVR	INJB	69	M	OR-Y		000	000		00
																								OR<25					
																03	NONE	STOP											
																	PRVTE	N S									022		00
																	MTRCYCLE		01	DRVR	INJB	69	M	OR-Y		000	022		00
																								OR<25					

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

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & 46th St in Florence, OR.
January 1, 2016 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2019														
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2019 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2017														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	0	1	1	0	0
2017 TOTAL	0	0	1	1	0	0	0	1	0	0	1	1	0	0
YEAR: 2016														
TURNING MOVEMENTS	0	1	0	1	0	3	0	1	0	1	0	1	0	0
2016 TOTAL	0	1	0	1	0	3	0	1	0	1	0	1	0	0
FINAL TOTAL	0	2	1	3	0	4	0	3	0	2	1	3	0	0

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

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

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

009 OREGON COAST

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & 46th St in Florence, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPEED	ALC	DRUG / MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# FC / CMPT/MLG / MILEPNT / LRS	CONN # / FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL / TRAF- CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01545	N	N	N	N	N	05/01/2016	LANE	1 14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											02
NO RPT			N			Sun 5P	FLORENCE	MN 0	N 46TH ST	N		NONE	N	DRY	TURN		PRVTE	E S									018		00
							FLORENCE UA	188.01	OREGON COAST HY	06	0		Y	DAY	INJ		PSNGR CAR		01	DRVR	INJB	78	F	OR-Y		028,007	000		02
No						*44 0 23.23 -124 6 5.62*		000900100S00	1															OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	N S									000		00
																	PSNGR CAR		01	DRVR	INJC	61	M	OR-Y		000	000		00
																								OR>25					
																			02	PSNG	INJC	13	F			000	000		00
02206	N	N	N			06/25/2017	LANE	1 14		INTER	3-LEG	N	N	CLR	O-1 L-TURN	01	NONE 9	STRGHT											02
NO RPT			N			Sun 9P	FLORENCE	MN 0	N 46TH ST	CN		STOP SIGN	N	DRY	TURN		N/A	N S									000		00
							FLORENCE UA	188.01	OREGON COAST HY	01	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
No						*44 0 23.23 -124 6 5.62*		000900100S00	1															UNK					
																02	NONE 9	TURN-L											
																	N/A	S W									000		00
																	PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
																								UNK					
02366	N	N	N	N	N	08/06/2019	LANE	1 14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L										082	02,40
CITY			N			Tue 1P	FLORENCE	MN 0	N 46TH ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	W N									000		00
							FLORENCE UA	188.01	OREGON COAST HY	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	57	M	OR-Y		028	000	082	02,40
No						*44 0 23.23 -124 6 5.61*		000900100S00	1															OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	S N									000		00
																	PSNGR CAR		01	DRVR	INJA	76	M	OR-Y		000	000		00
																								OR<25					

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

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & Heceta Beach Rd in Lane County, OR.
January 1, 2016 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2020														
TURNING MOVEMENTS	0	1	2	3	0	1	0	3	0	2	1	3	0	0
2020 TOTAL	0	1	2	3	0	1	0	3	0	2	1	3	0	0
YEAR: 2018														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	0	1	1	0	0
2018 TOTAL	0	0	1	1	0	0	0	1	0	0	1	1	0	0
YEAR: 2017														
TURNING MOVEMENTS	0	1	0	1	0	1	0	0	1	1	0	1	0	0
2017 TOTAL	0	1	0	1	0	1	0	0	1	1	0	1	0	0
FINAL TOTAL	0	2	3	5	0	2	0	4	1	3	2	5	0	0

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009 OREGON COAST

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & Heceta Beach Rd in Lane County, OR.
January 1, 2016 through December 31, 2020

```
            D
            R
      S     U
      P   G S W                                    RD#  FC   CONN #                        INT-TYP                                            SPCL USE
SER#  E A / C O  DATE         COUNTY               CMPT/MLG  FIRST  STREET      RD CHAR  (MEDIAN) INT-REL OFFRD WTHR   CRASH TYP     TRLR QTY  MOVE                        A  S
INVEST E L M H R DAY/TIME     CITY                 MILEPNT   SECOND STREET      DIRECT     LEGS   TRAF-   RNDBT SURF   COLL TYP      OWNER     FROM       PRTC  INJ      G  E  LICNS  PED
UNLOC? D C J L K LAT/LONG     URBAN AREA           LRS       INTERSECTION SEQ#  LOCTN   (#LANES) CNTL    DRVWY LIGHT  SVRTY     V#   VEH TYPE  TO    P#   TYPE  SVRTY    E  X  RES    LOC  ERROR       ACTN  EVENT     CAUSE

00704  N Y N N N 02/27/2017  LANE                 1    14                        INTER     3-LEG  N           N CLD   ANGL-OTH  01  NONE    0  STRGHT                                                                 33,02
STATE       N    Mon   4P                         MN    0                        N                STOP SIGN   N WET   TURN           PRVTE      N  S                                                     000           00
                             FLORENCE UA          187.23                         06          0                N DAY   INJ           PSNGR CAR           01 DRVR  INJC   27 F  OR-Y         000          000           00
No     44  1   4.18 -124  6   6.09                000900100S00                                                                                                           OR>25
                                                                                                                                                        01 PSNG  NO<5   02 M               000          000           00

                                                                                                                                  02  NONE    0  TURN-L
                                                                                                                                      PRVTE      W  N                                                     015           00
                                                                                                                                    PSNGR CAR           01 DRVR  NONE   68 M  OR-Y         051,028      000           33,02
                                                                                                                                                                                  OR<25

03791  N N N     11/20/2018  LANE                 1    14                        INTER     3-LEG  N           N CLR   ANGL-STP  01  NONE    9  TURN-L                                                                 08
NONE        N    Tue   6P                         MN    0                        W                STOP SIGN   N DRY   TURN           N/A        S  W                                                     000           00
                             FLORENCE UA          187.23                         06          0                N DARK  PDO           PSNGR CAR           01 DRVR  NONE   00 U  UNK          000          000           00
No     44  1   4.18 -124  6   6.09                000900100S00                                                                                                           UNK

                                                                                                                                  02  NONE    9  STOP
                                                                                                                                      N/A        W  E                                                     011           00
                                                                                                                                    PSNGR CAR           01 DRVR  NONE   00 U  UNK          000          000           00
                                                                                                                                                                                  UNK

00838  N N N N N 03/16/2020  LANE                 1    14                        INTER     3-LEG  N           N CLR   ANGL-STP  01  NONE       TURN-L                                                                 40,08
CITY        N    Mon   7P                         MN    0                        W                STOP SIGN   N DRY   TURN           PRVTE      S  W                                                     000           00
                             FLORENCE UA          187.23                         06          0                N DUSK  INJ           PSNGR CAR           01 DRVR  NONE   52 F  OR-Y         007          026           40,08
No     44  1   4.17 -124  6   6.07                000900100S00                                                                                                           OR<25

                                                                                                                                  02  NONE       STOP
                                                                                                                                      PRVTE      W  E                                                     012           00
                                                                                                                                    PSNGR CAR           01 DRVR  NONE   63 F  OR-Y         000          000           00
                                                                                                                                                                                  OR<25
                                                                                                                                                        02 PSNG  INJB   37 M               000          000           00

01689  N N N N N 07/21/2020  LANE                 1    14                        INTER     3-LEG  N           N CLR   O-1 L-TURN 01 NONE    9  STRGHT                                                                 02
STATE       N    Tue   8P                         MN    0                        CN               STOP SIGN   N DRY   TURN           N/A        N  S                                                     000           00
                             FLORENCE UA          187.23                         01          0                N DAY   PDO           PSNGR CAR           01 DRVR  NONE   00 U  UNK          000          000           00
No     44  1   4.19 -124  6   6.07                000900100S00                                                                                                           UNK

                                                                                                                                  02  NONE    9  TURN-L
                                                                                                                                      N/A        S  W                                                     000           00
                                                                                                                                    PSNGR CAR           01 DRVR  NONE   00 U  UNK          000          000           00
                                                                                                                                                                                  UNK

01772  N N N N N 07/31/2020  LANE                 1    14                        INTER     3-LEG  N           N CLR   O-1 L-TURN 01 NONE    9  TURN-L                                                                 02
STATE       N    Fri   10A                        MN    0                        CN               STOP SIGN   N DRY   TURN           N/A        W  N                                                     000           00
                             FLORENCE UA          187.23                         02          0                Y DAY   PDO           PSNGR CAR           01 DRVR  NONE   00 U  UNK          000          000           00
No     44  1   4.19 -124  6   6.09                000900100S00                                                                                                           UNK
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009 OREGON COAST

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & Heceta Beach Rd in Lane County, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUG / MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# FC / CMPT/MLG / MILEPNT / LRS	CONN # / FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																02	NONE N/A	9 STRGHT E W										018	00
																	PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00

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

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & Munsel Lake Rd in Lane County, OR.
January 1, 2016 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2018														
REAR-END	0	0	1	1	0	0	0	0	1	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2018 TOTAL	0	0	2	2	0	0	0	1	1	2	0	2	0	0
YEAR: 2017														
TURNING MOVEMENTS	0	1	2	3	0	1	0	2	1	3	0	3	0	0
2017 TOTAL	0	1	2	3	0	1	0	2	1	3	0	3	0	0
FINAL TOTAL	0	1	4	5	0	1	0	3	2	5	0	5	0	0

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009 OREGON COAST

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & Munsel Lake Rd in Lane County, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPEED	ALC	DRUG	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# / CMPT/MLG / MILEPNT / LRS	FC / CONN # / FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN EVENT	CAUSE
00593	N	N	N	N	N	02/28/2018	LANE	1 14		INTER	3-LEG	N	N	RAIN	S-1STOP	01	NONE 9	STRGHT										02,07,27
CITY		N				Wed 11A	FLORENCE	MN 0	N MUNSEL LAKE RD	UN		STOP SIGN	N	WET	REAR		N/A	E W									000	00
							FLORENCE UA	187.76	OREGON COAST HY	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000	00
No	*44*	*0*				*36.60 -124*	*6 5.74*	000900100S00	1		(02)													UNK				
																02	NONE 9	STOP										
																	N/A	E W									013	00
																	PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000	00
																								UNK				
03774	N	N	N			10/18/2017	LANE	1 14		INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE 9	TURN-L										02
STATE		N				Wed 1P	FLORENCE	MN 0	N MUNSEL LAKE RD	CN		STOP SIGN	N	WET	TURN		N/A	E S									015	00
							FLORENCE UA	187.76	OREGON COAST HY	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000	00
No	*44*	*0*				*36.60 -124*	*6 5.74*	000900100S00	1															UNK				
																02	NONE 9	TURN-L										
																	N/A	N E									000	00
																	PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000	00
																								UNK				
03357	N	N	N	N	N	09/20/2017	LANE	1 14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										02
CITY		N				Wed 2P	FLORENCE	MN 0	N MUNSEL LAKE RD	CN		STOP SIGN	N	DRY	TURN		PRVTE	S N									000	00
							FLORENCE UA	187.76	OREGON COAST HY	02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	50	F	OR-Y		000	000	00
No	*44*	*0*				*36.60 -124*	*6 5.74*	000900100S00	1															OR<25				
																02	NONE 0	TURN-L										
																	PRVTE	E S									015	00
																	PSNGR CAR		01	DRVR	NONE	24	M	OR-Y		000	000	00
																								OR<25				
03659	N	N	N	N	N	10/11/2017	LANE	1 14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT										02
CITY		N				Wed 1P	FLORENCE	MN 0	N MUNSEL LAKE RD	CN		STOP SIGN	N	DRY	TURN		N/A	E W									015	00
							FLORENCE UA	187.76	OREGON COAST HY	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000	00
No	*44*	*0*				*36.60 -124*	*6 5.74*	000900100S00	1															UNK				
																02	NONE 9	STRGHT										
																	N/A	S N									000	00
																	MOTRHOME		01	DRVR	NONE	00	U	UNK		000	000	00
																								UNK				
01176	N	N	N			04/25/2018	LANE	1 14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 9	TURN-L										02
NO RPT		N				Wed 1P	FLORENCE	MN 0	OREGON COAST HY	CN		STOP SIGN	N	DRY	TURN		N/A	E S									015	00
							FLORENCE UA	187.76	N MUNSEL LAKE RD	02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000	00
No	*44*	*0*				*36.61 -124*	*6 5.72*	000900100S00	1															UNK				

009 OREGON COAST DRU

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & Munsel Lake Rd in Lane County, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	GMJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# / CMPT/MILEPNT / LRS	FC / MLG	CONN # / FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	02	NONE / N/A	9 TURN-L N E										000		00
																		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000		000		00

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

Intersectional Crashes on US-101, Oregon Coast Hwy (#009) & OR-126, Florence-Eugene Hwy (#062) / 9th St, in Florence, OR.
January 1, 2016 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2020														
REAR-END	0	0	3	3	0	0	0	2	1	3	0	3	0	0
TURNING MOVEMENTS	1	0	0	1	1	0	1	1	0	1	0	1	0	0
2020 TOTAL	1	0	3	4	1	0	1	3	1	4	0	4	0	0
YEAR: 2019														
ANGLE	0	1	0	1	0	6	1	1	0	1	0	1	0	0
2019 TOTAL	0	1	0	1	0	6	1	1	0	1	0	1	0	0
YEAR: 2018														
REAR-END	0	0	2	2	0	0	0	2	0	2	0	2	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	0	1	0	1	0	0
2018 TOTAL	0	0	3	3	0	0	0	2	0	3	0	3	0	0
YEAR: 2017														
ANGLE	0	0	1	1	0	0	0	0	1	1	0	1	0	0
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2017 TOTAL	0	1	1	2	0	1	0	1	1	2	0	2	0	0
YEAR: 2016														
ANGLE	0	1	0	1	0	2	0	1	0	1	0	1	0	0
REAR-END	0	0	3	3	0	0	0	2	0	3	0	3	0	0
TURNING MOVEMENTS	0	0	2	2	0	0	0	0	2	0	2	2	0	0
2016 TOTAL	0	1	5	6	0	2	0	3	2	4	2	6	0	0
FINAL TOTAL	1	3	12	16	1	9	2	10	4	14	2	16	0	0

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

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

009 OREGON COAST — Intersectional Crashes on US-101, Oregon Coast Hwy (#009) & OR-126, Florence-Eugene Hwy (#062) / 9th St, in Florence, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPEED	ALC	MDRUG	SCHL	WORK	DAY/TIME / LAT/LONG	COUNTY / CITY / URBAN AREA	RD# / CMPT/MILEPNT / LRS	FC / MLG / CONN # / FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
03087	N	N	N	N	N	08/19/2016	LANE	1 14		INTER	CROSS	N	N	CLR	S-STRGHT	01	NONE 9	STRGHT											29
TRIBAL		N				Fri 11A	FLORENCE	MN 0	OREGON COAST HY	NE		TRF SIGNAL	N	DRY	REAR		N/A	SW NE										000		00
							FLORENCE UA	190.21	8TH ST	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
No	43	58	29.60	-124	6	10.67		000900100S00	1															UNK					
																02	NONE 9	STRGHT											
																	N/A	SW NE									006		00
																	PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
																								UNK					
03773	N	N	N			10/18/2017	LANE	1 14		INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 9	STRGHT											02
NONE		N				Wed 10A	FLORENCE	MN 0	OREGON COAST HY	CN		STOP SIGN	N	WET	ANGL		N/A	NE SW									000		00
							FLORENCE UA	190.21	8TH ST	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
No	43	58	29.60	-124	6	10.67		000900100S00	1															UNK					
																02	NONE 9	STRGHT											
																	N/A	E W									000		00
																	PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
																								UNK					
04007	N	N	N			10/22/2016	LANE	1 14		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NO RPT		N				Sat 4P	FLORENCE	MN 0	OREGON COAST HY	CN		STOP SIGN	N	DRY	ANGL		PRVTE	W E									000		00
							FLORENCE UA	190.21	8TH ST	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	85	M	OR-Y		028	000		02
No	43	58	29.60	-124	6	10.67		000900100S00	1															OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	S N									000		00
																	PSNGR CAR		01	DRVR	INJB	18	F	OR-Y		000	000		00
																								OR<25					
																			02	PSNG	INJB	18	F			000	000		00
01780	N	N	N			06/18/2018	LANE	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 9	STRGHT											32
CITY		N				Mon 7P	FLORENCE	MN 0	FLORENCE-EUGENE HY	UN		TRF SIGNAL	N	DRY	REAR		N/A	UN UN									000		00
							FLORENCE UA	190.23	OREGON COAST HY	00	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
No	43	58	28.58	-124	6	11.25		000900100S00	1															UNK					
																02	NONE 9	STOP											
																	N/A	UN UN									011		00
																	PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
																								UNK					
02879	N	N	N	N	N	09/15/2018	LANE	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 9	STRGHT										004	27
CITY		N				Sat 6P	FLORENCE	MN 0	OREGON COAST HY	N		TRF SIGNAL	N	DRY	REAR		N/A	N S									000		00
							FLORENCE UA	190.23	FLORENCE-EUGENE HY	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
No	43	58	28.58	-124	6	11.25		000900100S00	1															UNK					

009 OREGON COAST — Intersectional Crashes on US-101, Oregon Coast Hwy (#009) & OR-126, Florence-Eugene Hwy (#062) / 9th St, in Florence, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPEED	ALC	DRUGS	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# CMPT/MLG MILEPNT LRS	FC	CONN # FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	02	NONE 9 N/A	STOP N S									011	00
																		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
02056	N	N	N			08/26/2020	LANE	1	14		INTER	CROSS	N		N CLR	S-1STOP	01	NONE 9	STRGHT										29
NONE		N				Wed 5P	FLORENCE	MN 0		FLORENCE-EUGENE HY	N		TRF SIGNAL		N DRY	REAR		N/A	N S									000	00
							FLORENCE UA	190.23		OREGON COAST HY	06	0			N DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
No	*43*	*58*	*28.60*	*-124*	*6*	*11.26*		000900100S00		1																			
																	02	NONE 9 N/A	STOP N S									011	00
																		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
01362	N	N	N	N	N	04/22/2017	LANE	1	14		INTER	CROSS	N		N CLR	S-1STOP	01	NONE 0	STRGHT										29
NONE		N				Sat 2P	FLORENCE	MN 0		OREGON COAST HY	NE		TRF SIGNAL		N DRY	REAR		PRVTE	NE SW									000	00
							FLORENCE UA	190.23		9TH ST	06	0			N DAY	INJ		PSNGR CAR		01	DRVR	NONE	31	M	OTH-Y N-RES		026	000	29
No	*43*	*58*	*28.58*	*-124*	*6*	*11.25*		000900100S00		1																			
																	02	NONE 0 PRVTE	STOP NE SW									011	00
																		PSNGR CAR		01	DRVR	INJC	83	M	OR-Y OR<25		000	000	00
04856	N	N	N	N	N	12/19/2016	LANE	1	14		INTER	CROSS	N		N RAIN	S-OTHER	01	NONE 9	TURN-L										08
STATE		N				Mon 4P	FLORENCE	MN 0		FLORENCE-EUGENE HY	S		TRF SIGNAL		N WET	TURN		N/A	E S									000	00
							FLORENCE UA	190.23		OREGON COAST HY	05	0			N DUSK	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
No	*43*	*58*	*28.58*	*-124*	*6*	*11.25*		000900100S00		1																			
																	02	NONE 9 N/A	TURN-L E S									000	00
																		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
01225	N	N	N	N	N	04/06/2016	LANE	1	14		INTER	CROSS	N		N CLR	S-STRGHT	01	NONE 9	STRGHT										27,07
CITY		N				Wed 2P	FLORENCE	MN 0		FLORENCE-EUGENE HY	S		TRF SIGNAL		N DRY	REAR		N/A	S N									000	00
							FLORENCE UA	190.23		OREGON COAST HY	06	0			N DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
No	*43*	*58*	*28.58*	*-124*	*6*	*11.25*		000900100S00		1																			
																	02	NONE 9 N/A	STRGHT S N									006	00
																		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00

009 OREGON COAST — Intersectional Crashes on US-101, Oregon Coast Hwy (#009) & OR-126, Florence-Eugene Hwy (#062) / 9th St, in Florence, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPEED	ALC	MJ	SCH	WORK	DRUG	DATE / DAY/TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# / CMPT/MLG / MILEPNT / LRS	FC	CONN # / FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR / OWNER / VEH TYPE	QTY	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02416	N	N	N			N	07/05/2016	LANE	1	14		INTER	CROSS	N		N	UNK	S-1STOP	01	NONE	9	STRGHT										29
NONE			N				Tue 12P	FLORENCE	MN 0		FLORENCE-EUGENE HY	S		TRF SIGNAL		N	UNK	REAR		N/A		S N								000		00
								FLORENCE UA	190.23		OREGON COAST HY	06	0			N	DAY	PDO		PSNGR CAR			01	DRVR	NONE	00	U	UNK		000	000		00
No	*43*	*58*	*28.58*	*-124*	*6*	*11.25*			000900100S00		1																	UNK				
																			02	NONE	9	STOP										
																				N/A		S N								011		00
																				PSNGR CAR			01	DRVR	NONE	00	U	UNK		000	000		00
																												UNK				
02244	N	N	N	N	N	N	09/18/2020	LANE	1	14		INTER	CROSS	N		N	RAIN	S-1STOP	01	NONE	9	STRGHT										27,29
STATE			N				Fri 10A	FLORENCE	MN 0		FLORENCE-EUGENE HY	S		TRF SIGNAL		N	WET	REAR		N/A		S N								000		00
								FLORENCE UA	190.23		OREGON COAST HY	06	0			N	DAY	PDO		PSNGR CAR			01	DRVR	NONE	00	U	UNK		000	000		00
No	*43*	*58*	*28.56*	*-124*	*6*	*11.27*			000900100S00		1																	UNK				
																			02	NONE	9	STOP										
																				N/A		S N								011		00
																				PSNGR CAR			01	DRVR	NONE	00	U	UNK		000	000		00
																												UNK				
05032	N	N	N				12/29/2016	LANE	1	14		INTER	CROSS	N		N	RAIN	S-1TURN	01	NONE	9	STRGHT										14
NO RPT			N				Thu 4P	FLORENCE	MN 0		FLORENCE-EUGENE HY	CN		TRF SIGNAL		N	WET	TURN		N/A		E W								000		00
								FLORENCE UA	190.23		OREGON COAST HY	01	0			N	DUSK	PDO		PSNGR CAR			01	DRVR	NONE	00	U	UNK		000	000		00
No	*43*	*58*	*28.58*	*-124*	*6*	*11.25*			000900100S00		1																	UNK				
																			02	NONE	9	TURN-L										
																				N/A		E S								000		00
																				PSNGR CAR			01	DRVR	NONE	00	U	UNK		000	000		00
																												UNK				
02213	N	N	N				07/25/2018	LANE	1	14		INTER	CROSS	N		N	CLR	O-1 L-TURN	01	NONE	9	TURN-L										04
NO RPT			N				Wed 1P	FLORENCE	MN 0		FLORENCE-EUGENE HY	CN		TRF SIGNAL		N	UNK	TURN		N/A		N E								000		00
								FLORENCE UA	190.23		OREGON COAST HY	01	0			N	DAY	PDO		PSNGR CAR			01	DRVR	NONE	00	U	UNK		000	000		00
No	*43*	*58*	*28.59*	*-124*	*6*	*11.27*			000900100S00		1																	UNK				
																			02	NONE	9	STRGHT										
																				N/A		S N								000		00
																				PSNGR CAR			01	DRVR	NONE	00	U	UNK		000	000		00
																												UNK				
03787	Y	N	N	N	Y		12/04/2019	LANE	1	14		INTER	CROSS	N		N	CLR	ANGL-OTH	01	NONE	1	STRGHT									013	33,32,04
CITY			N				Wed 1P	FLORENCE	MN 0		FLORENCE-EUGENE HY	CN		TRF SIGNAL		N	DRY	ANGL		RENTL		E W								000	013	00
								FLORENCE UA	190.23		OREGON COAST HY	02	0			N	DAY	INJ		SEMI TOW			01	DRVR	NONE	38	M	SUSP		053,052,020	000		33,32,04
No	*43*	*58*	*28.59*	*-124*	*6*	*11.25*			000900100S00		1																	OR>25				

009 OREGON COAST — Intersectional Crashes on US-101, Oregon Coast Hwy (#009) & OR-126, Florence-Eugene Hwy (#062) / 9th St, in Florence, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	GMJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# / CMPT/MLG / MILEPNT / LRS	FC / FIRST STREET / SECOND STREET / INTERSECTION SEQ#	CONN #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																	02	NONE / PRVTE	STRGHT / N S										000	00
																		PSNGR CAR		01	DRVR	INJC	31	F	OR-Y OR<25		000		000	00
																				02	PSNG	INJC	01	M			000		000	00
																	03	NONE / PRVTE	STOP / W E										022	00
																		PSNGR CAR		01	DRVR	INJB	80	F	OR-Y OR<25		000		022	00
																	04	NONE / PRVTE	STOP / W E										022	00
																		PSNGR CAR		01	DRVR	INJB	70	M	OTH-Y OR<25		000		022	00
																				02	PSNG	INJC	01	F			000		022	00
																	05	NONE / PRVTE	STOP / W E										022	00
																		PSNGR CAR		01	DRVR	INJC	77	M	OR-Y OR<25		000		022	00
00678	N	N	Y	N	Y	03/17/2020	LANE	1	14		INTER	CROSS	N	N	CLR	BIKE	01	NONE 0	TURN-R											02
CITY		N				Tue 3P	FLORENCE	MN	0	FLORENCE-EUGENE HY	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S E									000	00
							FLORENCE UA	190.23		OREGON COAST HY	04	1		N	DAY	FAT		TRUCK		01	DRVR	NONE	63	M	OR-Y OR<25		000		000	00
No	*43 58*		*28.59*	*-124*	*6*	*11.25*	000900100S00			1																				
																			STRGHT / S N	01	BIKE	KILL	53	M		02	028	035		02

062 FLORENCE-EUGENE

Intersectional Crashes on US-101, Oregon Coast Hwy (#009) & OR-126, Florence-Eugene Hwy (#062) / 9th St, in Florence, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPE	DED	ALC	DRU / GMJ	SCH	WOR	DATE / DAY/TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# / CMPT/MILE / LRS	FC / MLG / PNT	CONN # / FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN EVENT	CAUSE
02043	N	N	N				08/25/2020	LANE	1	14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 9	STRGHT									29
NONE			N				Tue 2P	FLORENCE	MN 0		FLORENCE-EUGENE HY	E		TRF SIGNAL	N	DRY	REAR		N/A	E W								000	00
								FLORENCE UA	0.02		OREGON COAST HY	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000	00
No				*43 58*	*28.60*	*-124*		*6*	*11.24*	006200100	S00	1															UNK				
																		02	NONE 9	STOP										
																			N/A	E W									011	00
																			PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000	00
																										UNK				

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

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & Rhododendron Dr in Florence, OR.
January 1, 2016 through December 31, 2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2020														
REAR-END	0	1	1	2	0	2	0	1	1	2	0	2	0	0
2020 TOTAL	0	1	1	2	0	2	0	1	1	2	0	2	0	0
YEAR: 2018														
REAR-END	0	1	0	1	0	2	0	0	1	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	1	0	1	0	0
2018 TOTAL	0	1	1	2	0	2	0	0	2	2	0	2	0	0
YEAR: 2017														
REAR-END	0	0	1	1	0	0	0	1	0	0	1	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2017 TOTAL	0	0	2	2	0	0	0	2	0	1	1	2	0	0
FINAL TOTAL	0	2	4	6	0	4	0	3	3	5	1	6	0	0

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

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009 OREGON COAST

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & Rhododendron Dr in Florence, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPEED	ALC	MDRUG	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# / CMPT/MLG / MILEPNT / LRS	FC / CONN # / FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00374	N	N	N			01/30/2017	LANE	1 14		INTER	CROSS	N	N	CLR	S-STRGHT	01	NONE 9	STRGHT											29
NO RPT			N			Mon 8A	FLORENCE	MN 0	OREGON COAST HY	NE		TRF SIGNAL	N	DRY	REAR		N/A	NE SW									000		00
							FLORENCE UA	190.53	RHODODENDRON DR	06	0		Y	DAWN	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
No	*43*	*58*	*15.56*	*-124*	*6*	*20.84*	000900100S00		1															UNK					
																02	NONE 9	STRGHT											
																	N/A	NE SW									006		00
																	PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
																								UNK					
00197	N	N	N			01/22/2018	LANE	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										013	29
NO RPT			N			Mon 10A	FLORENCE	MN 0	OREGON COAST HY	SW		TRF SIGNAL	N	WET	REAR		PRVTE	SW NE									000		00
							FLORENCE UA	190.53	RHODODENDRON DR	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	57	M	OR-Y		026	000		29
No	*43*	*58*	*15.56*	*-124*	*6*	*20.84*	000900100S00		1															OR<25					
																02	NONE 0	STOP									011	013	00
																	PRVTE	SW NE											
																	PSNGR CAR		01	DRVR	INJC	23	M	OR-Y		000	000		00
																								OR<25					
																03	NONE 0	STOP									022	013	00
																	PRVTE	SW NE											
																	PSNGR CAR		01	DRVR	INJC	63	F	OR-Y		000	000		00
																								OR<25					
																04	NONE 0	STOP									022		00
																	UNKN	SW NE											
																	PSNGR CAR		01	DRVR	NONE	00	M	UNK		000	000		00
																								UNK					
00010	Y	N	N	N	Y	01/02/2020	LANE	1 14		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											07,30
CITY			N			Thu 4P	FLORENCE	MN 0	OREGON COAST HY	SW		TRF SIGNAL	N	DRY	REAR		PRVTE	SW NE									000		00
							FLORENCE UA	190.53	RHODODENDRON DR	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	38	F	SUSP		043,050	000		07,30
No	*43*	*58*	*15.56*	*-124*	*6*	*20.84*	000900100S00		1															OR>25					
																02	NONE	STOP									011		00
																	PRVTE	SW NE											
																	PSNGR CAR		01	DRVR	INJC	39	M	OTH-Y		000	000		00
																								OR<25					
00375	N	N	N			02/03/2020	LANE	1 14		INTER	CROSS	N	N	UNK	S-1STOP	01	NONE 9	STRGHT											29
NONE			N			Mon 7A	FLORENCE	MN 0	OREGON COAST HY	SW		TRF SIGNAL	N	WET	REAR		N/A	SW NE									000		00
							FLORENCE UA	190.53	RHODODENDRON DR	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
No	*43*	*58*	*15.56*	*-124*	*6*	*20.84*	000900100S00		1															UNK					

009 OREGON COAST

Intersectional Crashes at US-101, Oregon Coast Hwy (#009) & Rhododendron Dr in Florence, OR.
January 1, 2016 through December 31, 2020

SER# / INVEST / UNLOC?	SPED	ALC	DRUGS / MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# / CMPT/MLG / MILEPNT / LRS	FC / CONN # / FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN EVENT	CAUSE
																02	NONE 9 N/A	STOP SW NE									011	00
																	PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
01623	N	N	N	N	N	05/11/2017	LANE	1 14		INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE 9	STRGHT										04
STATE		N				Thu 8A	FLORENCE	MN 0	OREGON COAST HY	CN		TRF SIGNAL	N	DRY	TURN		N/A	NE SW									000	00
							FLORENCE UA	190.53	RHODODENDRON DR	03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
No	*43*	*58*	*15.56*	*-124*	*6*	*20.84*	000900100S00		1																			
																02	NONE 9 N/A	TURN-L W NE									000	00
																	PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
02465	N	N	N			08/13/2018	LANE	1 14		INTER	CROSS	N	N	FOG	ANGL-STP	01	NONE 9	STRGHT										14,10
NONE			N			Mon 7A	FLORENCE	MN 0	OREGON COAST HY	CN		TRF SIGNAL	N	WET	TURN		N/A	N S									000	00
							FLORENCE UA	190.53	RHODODENDRON DR	03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000	00
No	*43*	*58*	*15.57*	*-124*	*6*	*20.85*	000900100S00		1																			
																02	NONE 9 N/A	STOP E S									013	00
																	UNKNOWN		01	DRVR	NONE	00	U	UNK UNK		000	000	00

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

Crashes on OR-126 NB Turn Lane from OR-126, Florence-Eugene Hwy (#062) to US-101/10thSt. Excludes Crashes at Intersections.
January 1, 2016 through December 31, 2020

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

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ACTION CODE TRANSLATION LIST

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

ACTION CODE TRANSLATION LIST

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

CAUSE CODE TRANSLATION LIST

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

COLLISION TYPE CODE TRANSLATION LIST

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

CRASH TYPE CODE TRANSLATION LIST

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

DRIVER LICENSE CODE TRANSLATION LIST

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

DRIVER RESIDENCE CODE TRANSLATION LIST

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

ERROR CODE TRANSLATION LIST

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

ERROR CODE TRANSLATION LIST

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

EVENT CODE TRANSLATION LIST

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

EVENT CODE TRANSLATION LIST

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

EVENT CODE TRANSLATION LIST

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

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

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

HIGHWAY COMPONENT TRANSLATION LIST

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

INJURY SEVERITY CODE TRANSLATION LIST

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

LIGHT CONDITION CODE TRANSLATION LIST

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

MEDIAN TYPE CODE TRANSLATION LIST

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

MILEAGE TYPE CODE TRANSLATION LIST

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

MOVEMENT TYPE CODE TRANSLATION LIST

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

NON-MOTORIST LOCATION CODE TRANSLATION LIST

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

ROAD CHARACTER CODE TRANSLATION LIST

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

PARTICIPANT TYPE CODE TRANSLATION LIST

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

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

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

099 UNKNOWN UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

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

WEATHER CONDITION CODE TRANSLATION LIST

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

ATTACHMENT F:
CRASH ANALYSIS WORKSHEETS

General & Site Information	
Analyst:	MJB
Agency/Company:	KAI
Date:	10/14/2022
Project Name:	Florence TSP

Intersection Crash Data

Intersection	Intersection Type	Year					Total
1. US 101/Heceta Beach Road	Urban 4ST	5					5
2. US 101/Munsel Lake Road	Urban 4ST	5					5
3. US 101/46th Street	Urban 4ST	3					3
4. US 101/35th Street	Urban 4SG	12					12
5. US 101/30th Street	Urban 4ST	1					1
6. US 101/27th Street	Urban 4ST	1					1
7. US 101/15th Street	Urban 4ST	7					7
8. US 101/OR 126	Urban 4SG	15					15
9. US 101/Rhododendron Drive	Urban 4SG	6					6
10. US 101/2nd Street	Urban 4ST	4					4
11. OR 126/Quince Street	Urban 4ST	11					11
12. OR 126/Spruce Street	Urban 4ST	2					2
13. OR 126/North Fork Siuslaw Road	Rural 3ST	1					1
14. Rhododendron Drive/35th Street	Urban 3ST	0					0
15. Rhododendron Drive/9th Street	Urban 3ST	1					1
16. Rhododendron Drive/Heceta Beach Road	Urban 4ST	3					3
17. Kingwood Street/35th Street	Urban 4ST	0					0
18. Kingwood Street/27th Street	Urban 4ST	2					2
19. Kingwood Street/15th Street	Urban 3ST	3					3
20. Kingwood Street/9th Street	Urban 4ST	5					5
	Total	87	0	0	0	0	87

Intersection Population Type Crash Rate

Average Crash Rate per intersection type

Intersection Pop. Type	Sum of Crashes	Sum of 5-year MEV	Avg Crash Rate for Ref Pop.	INT in Pop
Rural 3SG	0	0		
Rural 3ST	1	14	0.0699	1
Rural 4SG	0	0		
Rural 4ST	0	0		
Urban 3ST	4	20	0.2009	3
Urban 3SG	0	0		
Urban 4ST	49	273	0.1796	13
Urban 4SG	33	108	0.3055	3

Critical Rate Calculation

Intersection	AADT Entering Intersection	5-year MEV	Crash Total	Intersection Population Type	Intersection Crash Rate	Reference Population Crash Rate	Critical Rate	Over Critical
1. US 101/Heceta Beach Road	11,490	21.0	5	Urban 4ST	0.24	0.18	0.36	Under
2. US 101/Munsel Lake Road	13,250	24.2	5	Urban 4ST	0.21	0.18	0.34	Under
3. US 101/46th Street	14,340	26.2	3	Urban 4ST	0.11	0.18	0.34	Under
4. US 101/35th Street	19,050	34.8	12	Urban 4SG	0.35	APM Exhibit 4-1		
5. US 101/30th Street	18,270	33.3	1	Urban 4ST	0.03	0.18	0.32	Under
6. US 101/27th Street	19,140	34.9	1	Urban 4ST	0.03	0.18	0.31	Under
7. US 101/15th Street	20,460	37.3	7	Urban 4ST	0.19	0.18	0.31	Under
8. US 101/OR 126	23,560	43.0	15	Urban 4SG	0.35	APM Exhibit 4-1		
9. US 101/Rhododendron Drive	16,570	30.2	6	Urban 4SG	0.20	APM Exhibit 4-1		
10. US 101/2nd Street	13,980	25.5	4	Urban 4ST	0.16	0.18	0.34	Under
11. OR 126/Quince Street	10,980	20.0	11	Urban 4ST	0.55	0.18	0.36	**Over**
12. OR 126/Spruce Street	10,990	20.1	2	Urban 4ST	0.10	0.18	0.36	Under
13. OR 126/North Fork Siuslaw Road	7,840	14.3	1	Rural 3ST	0.07	APM Exhibit 4-1		
14. Rhododendron Drive/35th Street	2,940	5.4	0	Urban 3ST	0.00	APM Exhibit 4-1		
15. Rhododendron Drive/9th Street	4,520	8.2	1	Urban 3ST	0.12	APM Exhibit 4-1		
16. Rhododendron Drive/Heceta Beach Road	2,950	5.4	3	Urban 4ST	0.56	0.18	0.57	Under
17. Kingwood Street/35th Street	5,330	9.7	0	Urban 4ST	0.00	0.18	0.45	Under
18. Kingwood Street/27th Street	2,840	5.2	2	Urban 4ST	0.39	0.18	0.58	Under
19. Kingwood Street/15th Street	3,450	6.3	3	Urban 3ST	0.48	APM Exhibit 4-1		
20. Kingwood Street/9th Street	5,440	9.9	5	Urban 4ST	0.50	0.18	0.45	**Over**

General & Site Information	
Analyst:	MJB
Agency/Company:	KAI
Date:	10/14/22
Project Name:	Florence TSP Update
Highway Number and Name:	US 101 OR 126
Mile Points:	9-Apr
Crash Years Pulled:	2016-2020

Intersection Population Type Crash Rate

Sample Alpha

	Angle	Back	Bike	Fix	Head	NonCol	OTH	Park	Ped	SS-M	SS-O	Turn	Rear
3ST	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3SG	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4ST	0.181	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1.018	N/A
4SG	5.748	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3.557	23.710

Sample Beta

3ST	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3SG	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4ST	0.04020	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.47473	N/A
4SG	15.80585	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	7.67536	15.80675

Threshold Proportions

3ST	0.000	0.000	0.000	0.200	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.800	0.000
3SG	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
4ST	0.265	0.020	0.000	0.061	0.000	0.000	0.000	0.000	0.000	0.020	0.000	0.490	0.143
4SG	0.212	0.000	0.030	0.061	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.303	0.394

Excess Proportion with a probability of greater than 0.9

Type of Crash

																	743.3012987
Hwy	MP	Reference Pop	Street 1	Street 2	Angle	Back	Bike	Fix	Head	NonCol	OTH	Park	Ped	SS-M	SS-O	Turn	Rear	
1	0.00	4ST	1	2												0.51		
2	0.00	4ST	1	2												0.31		
3	0.00	4ST	1	2												0.51		
4	0.00	4SG	1	2														
5	0.00	4ST	1	2														
6	0.00	4ST	1	2														
7	0.00	4ST	1	2														
8	0.00	4SG	1	2													0.14	
9	0.00	4SG	1	2													0.27	
10	0.00	4ST	1	2														
11	0.00	4ST	1	2	0.19													
12	0.00	4ST	1	2														
13	0.00	3ST	1	2														
14	0.00	3ST	1	2														
15	0.00	3ST	1	2														
16	0.00	4ST	1	2	0.73													
17	0.00	4ST	1	2														
18	0.00	4ST	1	2														
19	0.00	3ST	1	2														
20	0.00	4ST	1	2	0.73													

Probability

Type of Crash

																	371.6506494
Hwy	MP	Reference Pop	Street 1	Street 2	Angle	Back	Bike	Fix	Head	NonCol	OTH	Park	Ped	SS-M	SS-O	Turn	Rear	
1	0.00	4ST	1	2												1.00		
2	0.00	4ST	1	2												0.94		
3	0.00	4ST	1	2												0.98		
4	0.00	4SG	1	2	0.84											0.73		
5	0.00	4ST	1	2														
6	0.00	4ST	1	2														
7	0.00	4ST	1	2												0.46		
8	0.00	4SG	1	2	0.63											0.25	1.00	
9	0.00	4SG	1	2												0.54	1.00	
10	0.00	4ST	1	2												0.62		
11	0.00	4ST	1	2	0.91											0.26		
12	0.00	4ST	1	2														
13	0.00	3ST	1	2														
14	0.00	3ST	1	2														
15	0.00	3ST	1	2														
16	0.00	4ST	1	2	1.00													
17	0.00	4ST	1	2														
18	0.00	4ST	1	2														
19	0.00	3ST	1	2														
20	0.00	4ST	1	2	1.00													

Observed Proportions

Type of Crash

																	185.8253247
Hwy	MP	Reference Pop	Street 1	Street 2	Angle	Back	Bike	Fix	Head	NonCol	OTH	Park	Ped	SS-M	SS-O	Turn	Rear	
1	0.00	4ST	1	2	0	0	0	0	0	0	0	0	0	0	0	1.00	0	1
2	0.00	4ST	1	2	0	0	0	0	0	0	0	0	0	0	0	0.80	0	0.8
3	0.00	4ST	1	2	0	0	0	0	0	0	0	0	0	0	0	1.00	0	1

4	0.00	4SG	1	2	0.33	0	0	0.17	0	0	0	0	0	0	0	0.42	0	0.916666667
5	0.00	4ST	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0.00	4ST	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0.00	4ST	1	2	0	0	0	0	0	0	0	0	0	0	0	0.43	0.43	0.857142857
8	0.00	4SG	1	2	0.20	0	0	0	0	0	0	0	0	0	0	0.20	0.53	0.933333333
9	0.00	4SG	1	2	0	0	0	0	0	0	0	0	0	0	0	0.33	0.67	1
10	0.00	4ST	1	2	0	0	0	0	0	0	0	0	0	0	0	0.50	0	0.5
11	0.00	4ST	1	2	0.45	0	0	0	0	0	0	0	0	0	0	0.36	0	0.818181818
12	0.00	4ST	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0.00	3ST	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0.00	3ST	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0.00	3ST	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0.00	4ST	1	2	1.00	0	0	0	0	0	0	0	0	0	0	0	0	1
17	0.00	4ST	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0.00	4ST	1	2	0	0	0	1.00	0	0	0	0	0	0	0	0	0	1
19	0.00	3ST	1	2	0	0	0	0	0	0	0	0	0	0	0	1.00	0	1
20	0.00	4ST	1	2	1.00	0	0	0	0	0	0	0	0	0	0	0	0	1
																		0
																		0

Intersection Crash Data

					Type of Crash													87
Hwy	MP	Reference Pop	Street 1	Street 2	Angle	Back	Bike	Fix	Head	NonCol	OTH	Park	Ped	SS-M	SS-O	Turn	Rear	Total
1	0.00	4ST	1	2												5		5
2	0.00	4ST	1	2												4	1	5
3	0.00	4ST	1	2												3		3
4	0.00	4SG	1	2	4			2								5	1	12
5	0.00	4ST	1	2												1		1
6	0.00	4ST	1	2												1		1
7	0.00	4ST	1	2										1		3	3	7
8	0.00	4SG	1	2	3		1									3	8	15
9	0.00	4SG	1	2												2	4	6
10	0.00	4ST	1	2				1								2	1	4
11	0.00	4ST	1	2	5	1										4	1	11
12	0.00	4ST	1	2												1	1	2
13	0.00	3ST	1	2												1		1
14	0.00	3ST	1	2														0
15	0.00	3ST	1	2				1										1
16	0.00	4ST	1	2	3													3
17	0.00	4ST	1	2														0
18	0.00	4ST	1	2				2										2
19	0.00	3ST	1	2												3		3
20	0.00	4ST	1	2	5													5

ATTACHMENT G:
PARKING STUDY

City of Florence: Parking Data Collection Assessment Summary

June 25, 2021 (v1)

1.1 Introduction

The City of Florence is interested in creating an accurate inventory of its current parking supply and establishing a base level understanding of how the parking system functions in the greater Historic Downtown. Having a better sense of these dynamics will help facilitate future decision-making regarding parking, particularly as growth and demand for parking in and around the downtown increases.

The purpose of this report is to catalogue the on and off-street parking inventory and summarize survey findings from a recent data collection effort.

1.2 Study Area

Per input from the City of Florence, the 2021 study area boundaries were drawn to classify and evaluate the public and private parking supplies in the greater Historic Downtown. The area includes the Historic Downtown waterfront and a commercial, mixed use, and special event areas located immediately north of the downtown straddling both sides of Highway 101. **Figure A** provides an illustration of the study area.

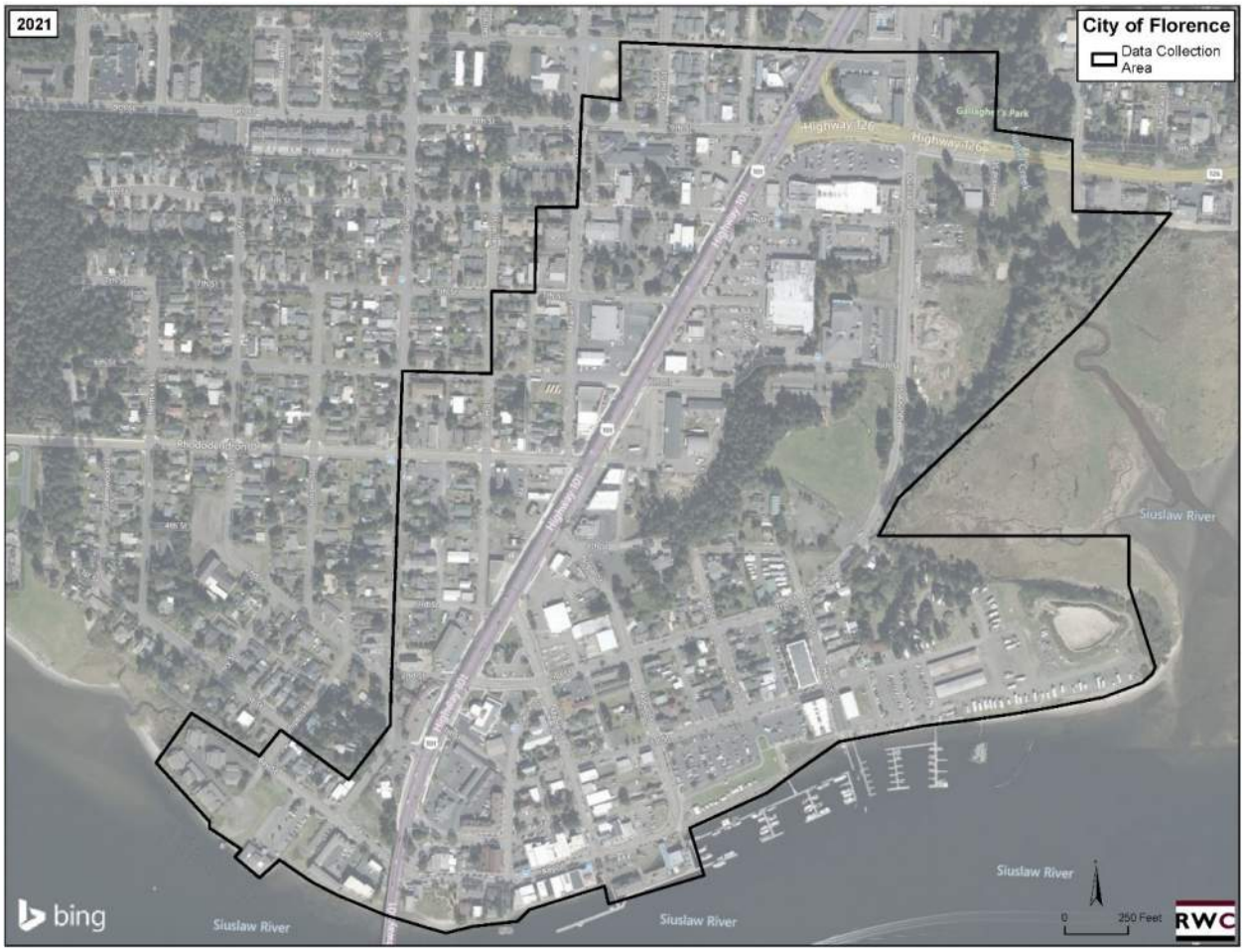
1.3 Parking Inventory (Supply)

RWC senior staff inventoried all on-street parking within the study area on June 9, 2021. During the inventory, all on-street spaces were catalogued by block face and time limit designation (where applicable). On the same day, all off-street parking facilities were identified and evaluated for stall count, physical condition, and assessment of primary purpose (e.g., visitor, employee/office, hotel, or other type of parking). This included public and private parking lots.

Where physical stall markings were not in place, RWC used measuring wheels to estimate stall capacity. RWC uses a 23-foot standard to calculate stalls on blocks that were not marked or striped. RWC also accounts, in this type of measurement, for sight lines, turn radius for curb cuts, and things like fire hydrants to ensure that stall inventory estimates are both accurate and cognizant of actual operational functionality within a street's circulation system.

During the inventory, all 933 on-street spaces within the study area boundaries were catalogued by block face and time limit designation (when applicable), and 2,529 off-street parking stalls were identified and evaluated for stall count, land use type, and general condition. In total, 3,462 parking stalls make up the entire parking supply within the study boundary.

Figure A: 2021 Parking Study Area



1.4 Methodology – Data Collection

Data was collected on Thursday, June 10th and Saturday, June 12th, 2021. Hourly on- and off-street parking counts were collected each hour between 9:00 AM and 7:00 PM. These dates and data collection hours were selected in consultation with City staff and the ODOT project advisor. The two dates allow for a comparison between a "typical" weekday (Thursday) and weekend (Saturday). The data collection methodology for measuring parking occupancy was based on Oregon Transportation & Growth Management Program's guide on parking: Parking Made Easy – A guide to Managing Parking in Your Community.

On-street

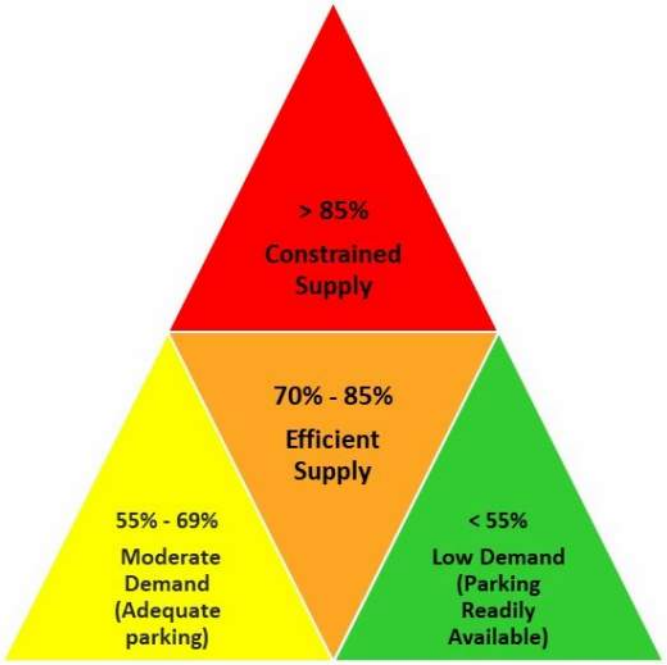
On-street parking occupancy simply entails counting each occupied parking stall on each block face in the study area (each hour, for 10 hours). For the on-street system, parking occupancy data was collected for all stalls within the study area, a 100% sample size.

Off-street

Similarly, off-street parking occupancy entails counting occupied parking stalls each hour of the survey day in a large number of off-street sites to compile a representative sample. Sample sites were selected for size, geographic distribution, and type of use. In the study area, occupancy data was collected at 56 of the 116 unique off-street lots identified, representing 1,755 of 2,529 off-street parking stalls, a 69% sample size.

1.5 Measuring Performance

Parking is constrained when 85% or more of the available supply is routinely occupied during the peak hour. In a constrained system, finding an available spot is difficult, especially for infrequent users such as customers and visitors. This can cause frustration and negatively affect perceptions of the downtown. Continued constraint can make it difficult to absorb and attract new growth, or to manage fluctuations in demand—for example, seasonal or event-based spikes.



Occupancy rates of 55% or less indicate that parking is readily available. While availability may be high, this may also indicate a volume of traffic inadequate to support active and vital businesses. Occupancy rates between these two thresholds indicate either moderate (55% to 69%) or efficient (70% to 85%) use.

An efficient supply of parking shows active use but little constraint that would create difficulty for users. Efficient use supports vital ground-level businesses and business growth, is attractive to potential new users, and can respond to routine fluctuations. RWC's analysis of parking in Florence uses these categories to evaluate the performance of the system.

1.6 Data Findings

On-Street Parking

Inventory

There are 933 total on-street parking stalls within the study area. Most stalls have no time restriction (805 stalls or 86.3% of all stalls), which allow unlimited—No Limit—parking (no signage). The remaining stalls consist of 10 Minute (5 stalls), 30 Minute (3 stalls), and 3 Hour (120 stalls) stalls. All stalls are provided free of charge (unmetered). The complete breakout of stalls by type is summarized in **Table 1**.

Table 1: On-street parking supply by stall type and restriction

Stall Type	Stalls	% Total
On-Street Supply	**933**	**100%**
10 Minutes	5	< 1%
30 Minutes	3	< 1%
3 Hours[1]	120	12.9%
No Limit	805	86.3%

Occupancy

The parking survey was conducted using occupancy counts, sorting data by parking stall type.[2] **Table 2** and **Figure B** provide comparative peak hour characteristics by stall type and an hour-by-hour look at the parking occupancy on both survey days within the study area, respectively.

As a combined supply, occupancies remain low throughout the operating day when using performance standards describe in **Section 1.5** above. However, 3 Hour stalls do have a significant peak occupancy rate of 90.6% during the weekday data collection and 95.3% during the weekend data collection (2:00 – 3:00 PM and 1:00 – 2:00 PM, respectively). These 120 stalls are constrained based on the same performance standards previously described.

The combined weekday peak hour reaches 30.4% at 1:00 PM whereas the weekend peak hour reaches 33.8% at 1:00 PM. Both days show a standard bell curve of activity, with use gradually reducing each hour beginning after noon into the late evening hours.

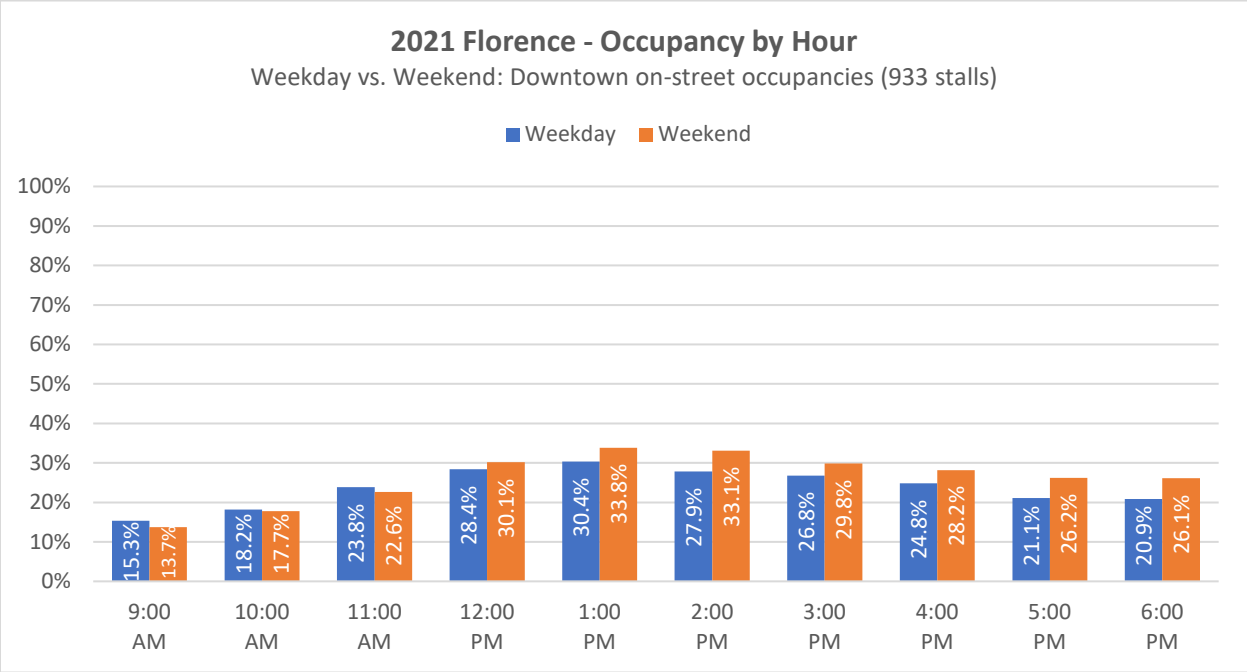
- **Peak Hour - Weekday:** At the weekday peak hour (1:00 PM), 293 vehicles are parked, leaving 640 stalls empty within the on-street system.
- **Peak Hour - Weekend:** At the weekend peak hour (1:00 PM), 325 vehicles are parked, leaving 608 stalls empty within the on-street system.

[1] Fourteen (14) of these stalls are currently blocked off for COVID seating purposes and are not included as "parkable" stalls for the occupancy study.
[2] For purposes of budget and expedited deliverables, the city and consultant team used this approach for gathering data in Florence. As such, license plate data was not collected, which reduces some of the reportable metrics.

*Table 2: On-street occupancy by stall type and restriction (**Weekday** vs. Weekend)*

Stall Type	Stalls	Peak Hour	Peak Occupancy	Empty Stalls	Vehicle Hours Parked
On-Street Supply	933	**1:00 PM – 2:00 PM** 1:00 PM - 2:00 PM	**30.4%** 33.8%	**640** 608	**2,183** 2,403
10 Minutes	5	**1:00 PM - 2:00 PM** -	**60.0%** -	**2** 5	**5** -
30 Minutes	3	- -	- -	**3** 3	- -
3 Hours	120	**2:00 PM - 3:00 PM** 1:00 PM - 2:00 PM	**90.6%** 95.3%	**10** 5	**747** 793
No Limit	805	**12:00 PM - 1:00 PM** 1:00 PM - 2:00 PM	**22.5%** 25.8%	**624** 597	**1,431** 1,601

Figure B: 2021 On-Street Occupancies (Hourly Comparison)



Though turnover data was not collected, total vehicle hours parking (VHP) was tracked. The number of hours where vehicles occupied parking stalls is slightly higher on weekends compared to weekdays. On weekdays, there are 2,220 VHP within the on-street system, on weekends there are 2,403 VHP; that translates to 8% more parking availability on weekdays.

This metric, when regularly monitored, can serve as a harbinger of the (motor-vehicle-generated) activity level within the study area. The higher the VHP, the stronger the demand for parking, and, by inference, the stronger the level of activity and/or economy in the study area (i.e., downtown).

Surplus & Deficits – Parking Occupancy Heat Maps (on-street)

Figures C and D visually summarize parking occupancies by block face using a "heat map" of the study area. A heat map uses color to display degrees of occupancy as measured against an industry standard of 85%; when occupancy exceeds that level, the system is considered constrained. Block faces marked in red indicate

areas of constraint. Green represents areas of underutilized parking, while yellow and orange represent the middle ranges of occupancy. This industry standard for measurement was described in **Section 1.5,** above.

There are a total of 145 block faces within the identified study area. Of these block faces, 108 (74%) allow parking, the other 37 block faces (26%) do not allow on-street parking. These block faces are indicated on the maps **(Figures J** and **K)** in brown. As the maps show, there are a few areas, primarily around larger intersections, where on-street parking is not allowed.

Weekday

- As the weekday heat map illustrates (**Figure C**), 13 of 108 block faces (that allow parking) are constrained at the peak hour. This means 12% of the "parkable" block faces are constrained.
- All but one of the constrained block faces are clustered along Bay and First Streets between Nopal and Highway 101, centered in the Historic Downtown. In this area, users likely feel that parking may not be available.
- Despite the parking constraint in that concentrated area of downtown, there is, however, ample parking available within a short walking distance of the downtown core.
- Though COVID seating temporarily removed 14 on-street parking stalls from Bay Street, it also created more capacity for retail/restaurant activity in the center of downtown.

Weekend

- On the weekend (**Figure D**), 21 of the 108 parkable block faces are constrained at the peak hour (1:00 – 2:00 PM). At that time, 19% of block faces in the study area are considered constrained. A notable increase over the weekday peak.
- The block faces experiencing constraint during the weekend peak are similar to those on weekdays, though it extends further north on Maple and Nopal up to Second Street.
- Overall, the sense of constraint in this area of the downtown may be more pronounced on the weekend given the added constrained block faces and the proximity of available stalls, particularly for users parked along Bay Street.
- In addition, there are couple of block faces in the northern part of the study area that have peak hour constraint – on 8th Street behind True Value Hardware and on 10th Street just north of the Shell station (limited number of parking stalls). That said, ample parking is very available within a short distance.

Figure C: On-street parking occupancies by block face – Weekday peak hour

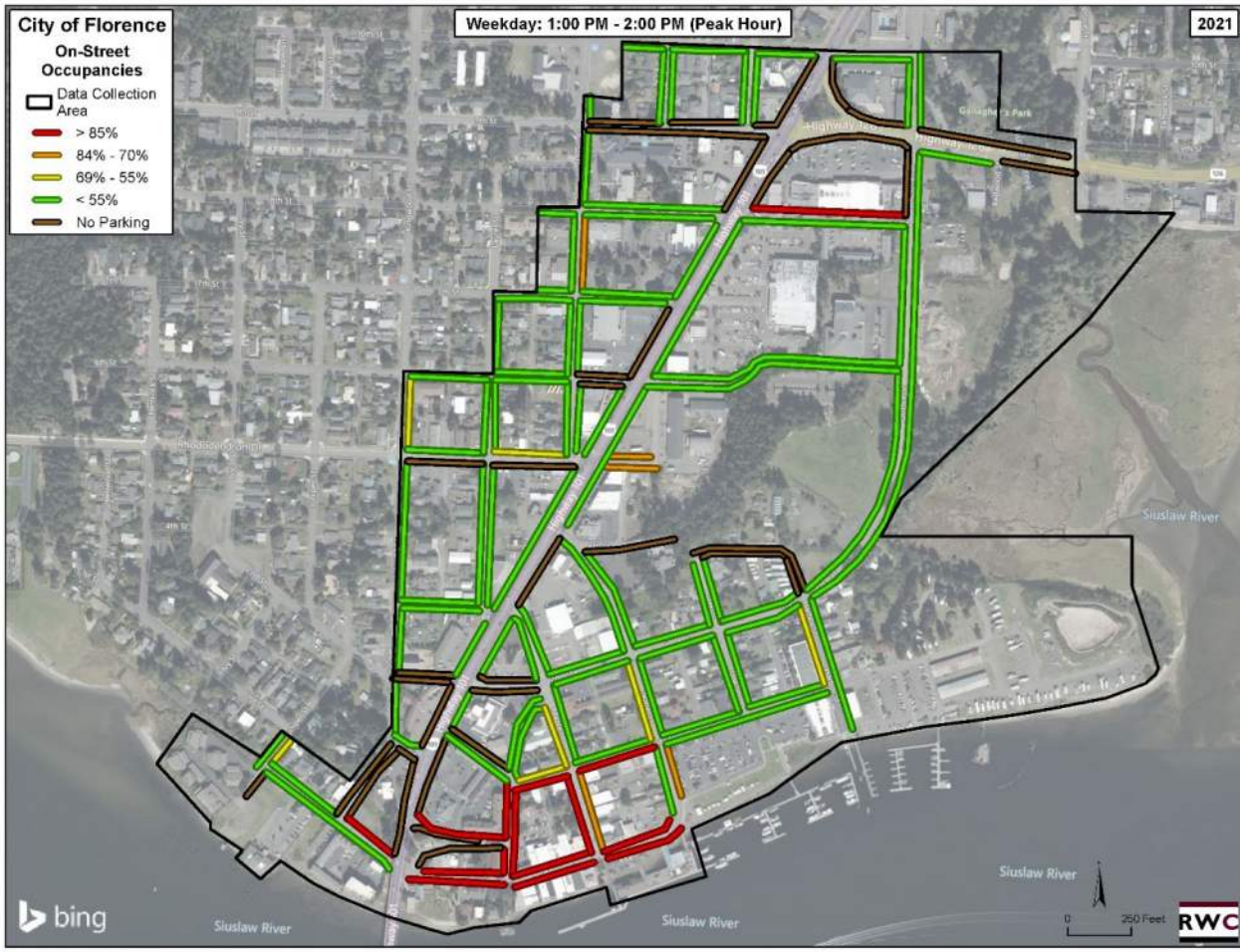
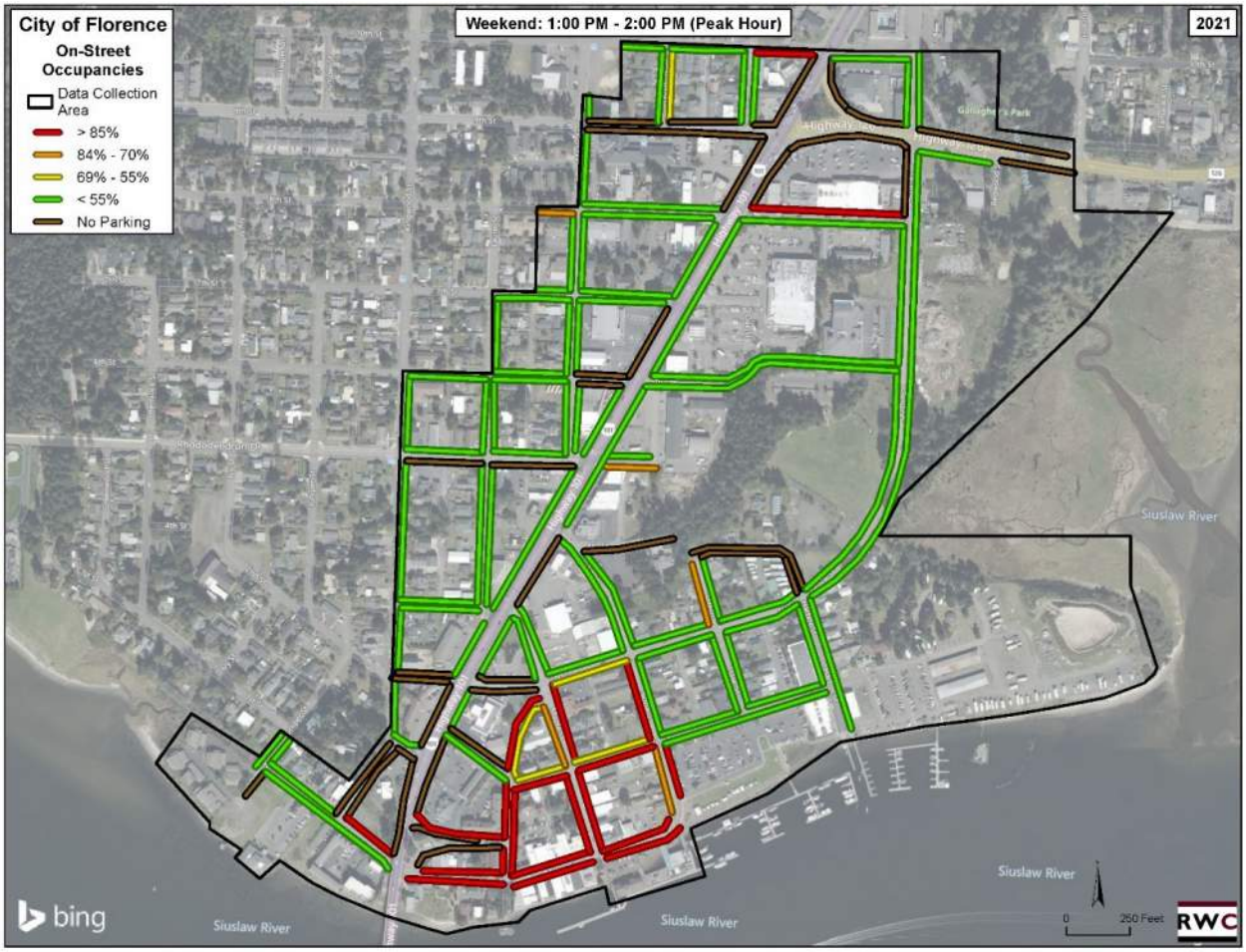


Figure D: On-street parking occupancies by block face – Weekend peak hour



Off-Street Parking

Inventory

The Downtown off-street system is comprised of a variety of land use types distributed across 116 sites. These are categorized as City (8 sites), Hotel (6), Institution (6), Mixed Use (10), Public (6), Residential (12), Restaurant (7), Retail (25), Service (33), and Undesignated (3). These sites total 2,529 parking stalls. This is summarized in **Table 3** and the location of these sites is illustrated in **Figure E**. **Appendix A** provides a detailed table of all sites that assigns a "Lot Number" to each facility, a descriptor, and other information regarding use type.

Table 3: Off-street parking supply by stall type (combined supply)

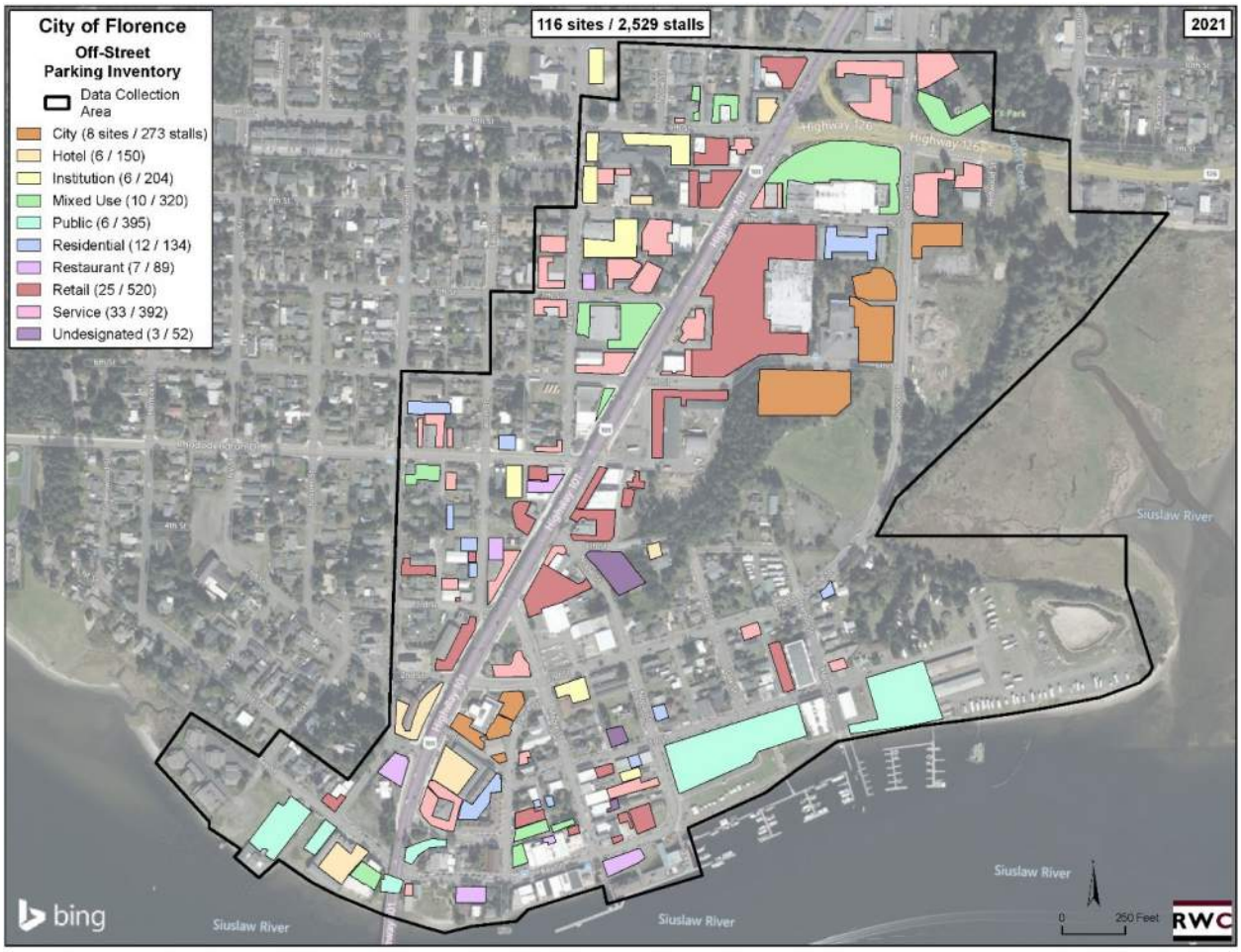
Use Type	Sites	Stalls	% Total
Off-Street Supply	**116**	**2,529**	**100%**
City	8	273	10.8%
Hotel	6	150	5.9%
Institution	6	204	8.1%
Mixed Use	10	320	12.7%
Public	6	395	15.6%

Residential	12	134	5.3%
Restaurant	7	89	3.5%
Retail	25	520	20.6%
Service	33	392	15.5%
Undesignated	3	52	2.1%

The largest facility is Safeway (Retail) with 253 stalls located along the east side of Highway 101 between 6th and 8th Street (Lot Number 30). The smallest sites (Lot Numbers 51 and 93) include one (1) stall each. There are 45 sites (38.8% of the total sites) consisting of fewer than ten (10) stalls, most of which are Service (13 sites). Of all the use types, the off-street supply consists mostly of Retail parking (20.6% of stalls), followed by Public parking (15.6% of stalls) and Service parking (15.5% of stalls).

The Institution sites (6 lots) consist of the 10th/Main – Church Lot, Siuslaw Library, US Post Office, Florence Evangelical Church, Museum, and Masonic Lodge Building (204 combined stalls). The ten (10) Mixed Use sites combine different neighboring land use types to share off-street parking (320 stalls).

*Figure E: Off-street parking supply by site and use type**



**The areas outlined in the Figure represent the parking areas for each land use, not the entire land use.*

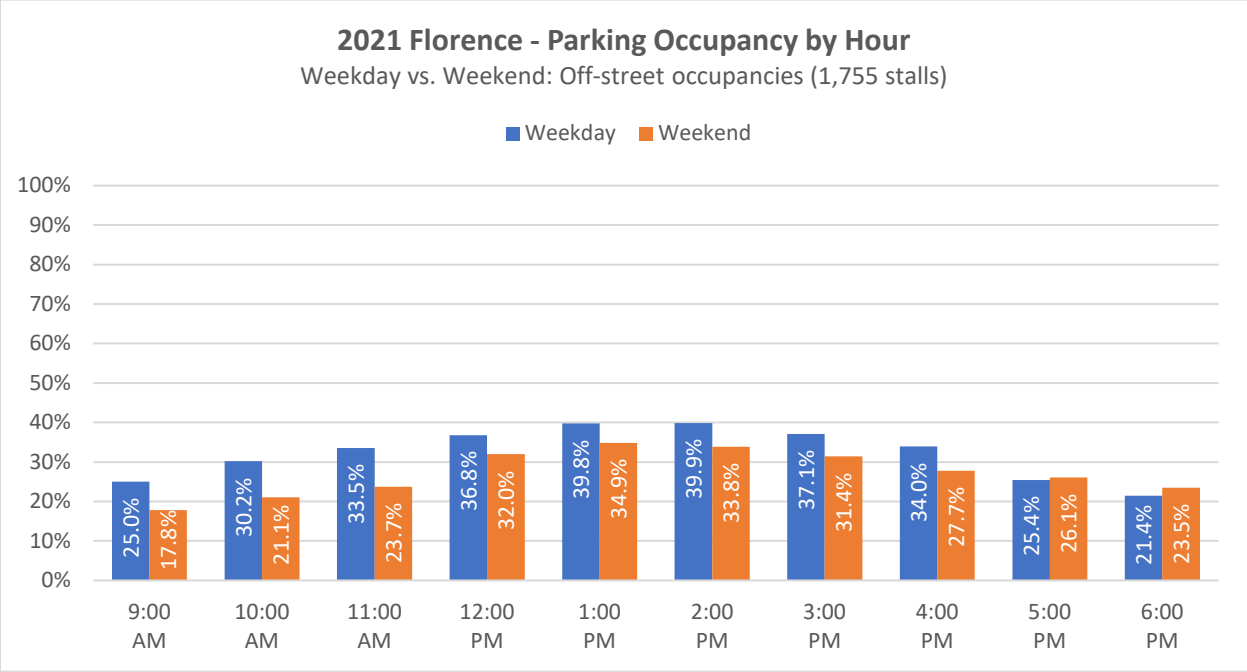
The project team selected a "sample" of the off-street supply to measure hourly occupancies. This approach was employed due to limited budgetary resources. Sites were chosen as a valid representative sample of both size, use type, and geographic distribution of parking lots located throughout all corners of the study area. The majority of event lots (parking dedicated to the support of a specific event venue) were purposely excluded from the sample because those facilities were not in use and would likely skew overall occupancy counts due to their relative size. Overall, 56 sites were sampled, representing 1,755 stalls, 69% of all off-street stalls within the study area.

Occupancy

Figure F provides a comparative hour-by-hour look at off-street parking occupancy on both survey days for the sampled stalls located within the study area.

- Off-street occupancies are low throughout the operating day on both days.
- The weekday peak hour reaches 39.9% at 2:00 PM.
- The weekend peak hour reaches nearly 34.9% at 1:00 PM.
- Both weekday and weekend hourly occupancy levels follow a traditional bell-shaped curve, building up to a midday peak and tapering off toward the end of the day.
- Unlike the on-street system, the majority of the hourly (off-street) counts are higher during the weekdays versus the weekend.

Figure F: 2021 Off-Street Occupancies (Hourly Comparison)



Occupancy and Utilization by Type of Facility

Table 4 summarizes peak hour occupancies and the number of empty stalls available at the peak hour by type of off-street facility. Per the table, the consultant designated off-street facilities by the type of user they might serve, ranging from "service" parking (with 19 sites and 257 stalls) to "restaurant" parking (with 2 sites and 35 stalls). In total, the consultant designated ten different categories of "use type."[3]

[3] Categories were established by the consultant using best information available at the sites (signage, relationship to building, etc.) and inputs from the project team. If more accurate information about sites becomes available, this table can be quickly updated.

As **Table 4** indicates:

- The overall peak occupancy for the combined off-street supply is between 2:00 PM and 3:00 PM (weekday) and 1:00 PM – 2:00 PM (weekend). The 5 percentage point difference between weekday and weekend occupancies might be attributed to a traditionally higher number of employees on site during the week and lower number on the weekends.
- For the combined supply, there are 1,055 and 1,143 empty stalls in the off-street supply, weekday, and weekends, respectively. This is a sizable supply of unused parking.
- The supply type with the highest peak occupancy (use) on both days (over 90%) were the restaurant lots. This is the only category of off-street parking that would be considered constrained, though the total number of stalls is just 35 (possibly buffered by available on-street supply).
- Facilities with the highest number of empty stalls at the peak hour on **weekday**/weekend are "retail" lots (**253**/260), and "public" lots (**224**/204).[4]

*Table 4: Off-street occupancy by use type (**Weekday** vs. Weekend)*

Use Type	Stalls	Peak Hour	Peak Occupancy	Empty Stalls	Vehicle hours Parked
Off-Street Supply Studied[5]	1,755	**2:00 PM - 3:00 PM** 1:00 PM - 2:00 PM	**39.9%** 34.9%	**1,055** 1,143	**5,670** 4,774
City	108	**10:00 AM - 11:00 AM** 2:00 PM - 4:00 PM	**18.5%** 10.2%	**88** 97	**136** 81
Hotel	39	**9:00 AM - 10:00 AM** 9:00 AM - 10:00 AM	**38.5%** 69.2%	**24** 12	**96** 141
Institution	108	**1:00 PM - 2:00 PM** 9:00 AM - 10:00 AM	**34.3%** 24.1%	**71** 82	**250** 195
Mixed Use	268	**2:00 PM - 3:00 PM** 12:00 PM - 1:00 PM	**53.0%** 41.8%	**126** 156	**1,072** 760
Public	395	**2:00 PM - 3:00 PM** 2:00 PM - 3:00 PM	**43.3%** 48.4%	**224** 204	**1,085** 1,108
Residential	77	**4:00 PM - 5:00 PM** 5:00 PM - 7:00 PM	**51.9%** 57.1%	**37** 33	**361** 376
Restaurant	35	**12:00 PM - 1:00 PM** 6:00 PM - 7:00 PM	**94.3%** 97.1%	**2** 1	**236** 238
Retail	434	**12:00 PM - 1:00 PM** 12:00 PM - 2:00 PM	**41.7%** 40.1%	**253** 260	**1,411** 1,423
Service	257	**2:00 PM - 3:00 PM** 1:00 PM - 3:00 PM	**42.0%** 17.5%	**149** 212	**918** 388
Undesignated	34	**multiple** 12:00 PM - 3:00 PM	**32.4%** 26.5%	**23** 25	**105** 64

[4] Future efforts to capture these empty stalls in the off-street supply will help maximize access (for longer-term stays) and integrate with the on-street system (catering to shorter-term visits).
[5] This accounts for 69.4% of the total off-street parking supply (2,529 stalls). An extrapolated peak occupancy for the total supply estimates approximately 1,520 and 1,647 available stalls on a Weekday and Weekend, respectively.

Surplus & Deficits – Parking Occupancy Heat Maps (off-street)

Figures G and H (next two pages) illustrate the off-street parking heat maps for the peak hours for both the weekday and weekend. Each site can be identified by its assigned lot number. The findings include:

Weekday

- Six (6) of 56 surveyed facilities are constrained above 85% occupancy on the weekday. This includes lots 82, 94, 111, 112, 113 and 114. Theses lots are comprised of a total of 103 stalls (6% of the total off-street supply).
- The level of constraint these lots put on the larger off-street system is minimal.
- There are numerous proximate sites to the six constrained sites that have available off-street parking within proximity to users looking for an off-street location to park.
- Four (4) of 56 surveyed facilities fall into the 70% - 84% range of occupancy at the peak hour. This includes lots 9, 28, 42, and 73. These lots are comprised of a total of 73 stalls (4% of the total off-street supply). The largest of these lots is Lot 42 (Sears/Peace Health) with 38 stalls.
- The remaining 46 lots (90% of supply) are moderate to low use at the peak hour based on industry performance standards described in **Section 1.5**.
- Overall, there is a significant amount of empty parking in the off-street supply commonly distributed throughout the study area.[6]

Weekend

- Eight (8) of 56 facilities are constrained above 85% occupancy on the weekend. This includes lots 15, 80, 86, 94, 110, 112, 113, and 114. Theses lots are comprised of a total of 140 stalls (8% of the total off-street supply). Five of the eight lots are at 100% occupancy at the peak hour.
- Despite the constraint in these eight lots, there are ample off-street opportunities proximate to these sites.
- One (1) of 56 surveyed facilities fall into the 70% - 84% range of occupancy at the peak hour. This includes lot 69. The lot has a total of 11 stalls (less than 1% of the total off-street supply).
- The remaining 47 lots (91% of supply) are moderate to low use at the peak hour.
- As with the weekday count, there is a significant amount of empty parking in the weekend off-street supply commonly distributed throughout the study area.[7]
- Efforts to encourage access into off-street lots should prioritize facilities located south of 2nd Street between Highway 101 and Harbor Street. This would facilitate access in an area that has the highest on-street constraints.[8]

[6] It is important to note that at the weekday peak hour, 1,055 stalls are empty within the off-street system at the combined peak hour. This does not assume that they are "available," as most of this supply is on privately owned parking sites. The data does show that there is opportunity to capture more off-street trips, possibly through a coordinated shared parking program.
[7] As noted with the weekday count, 1,143 stalls are empty within the off-street system at the combined peak hour. This does not assume that they are "available," as some of this supply is on privately owned parking sites. The data does show that there is opportunity to capture more off-street trips, possibly through a coordinated shared parking program.
[8] These efforts would also be beneficial for weekday access, where there are on-street constraints within this area, though less than the weekend survey day.

Figure G: Off-street parking occupancies by site – Weekday peak hour

Figure H: Off-street parking occupancies by site – Weekend peak hour

1.7 Field Notes

Located along Central Oregon coast approximately an hour west of Eugene, Florence is a wonderful and very walkable community, especially in the historic portion of the downtown. Lined with restaurants and shops, Florence combines tourist charm with a great sense of local, residential pride. Docks are full of local fishing and recreational boats set against the beautiful backdrop of the Oregon dunes. Bay Street, located in the historic old town, parallels the water, acting as the center point for local fare and fun. Highway 101 runs through the middle of town, perpendicular to Bay Street, providing higher speed travel and access to local and regional destinations north and south of the downtown. The photo montage below illustrates the variety of buildings and installations that help define this unique downtown.

On-Street

As noted above, the on-street parking in the Florence is primarily No Limit, unmetered parking with a smattering of 10 Minute, 30 Minute and 3 Hour signed stalls. No Limit, unregulated parking (86% of all stalls) is not common in downtown areas striving to prioritize and maximize customer and visitor trips to street-level businesses. However, given the overall low occupancy percentage, the demand largely does not warrant changes to how the on-street parking is currently being managed. The 'hot spot' of high on-street parking occupancy occurring along Bay Street does become constrained, yet parking can be found within a couple of blocks.

On-street parking stalls are well striped along Bay Street, and the adjacent streets which provides a customer-friendly, visual structure and efficiency to the overall stall format. Time-limits and areas of no parking are well signed within this area and throughout the Historic Downtown. As demand for on-street parking increases over time, expanding stall striping in commercially zoned areas should be evaluated.

Off-Street

Florence currently maintains six (6) public parking lots for visitor and employee use. The Port of Siuslaw lot (Lot #85) is the largest in the study area with 197 parking stalls, located just to the south of First Street and to the east of Nopal Street. The entry signage is prominent, alerting drivers to an off-street parking option. In general, the public lots appear to be well-maintained with clean stripping, posted time restrictions, and some basic landscaping. In the future, the city could benefit from a branded[9] public off-street system, with right-of-way signage directing visitors to public lots may helping limit visitor search/circling time looking for a safe, welcoming place to park. Based on early observations, the public off-street parking is highly accessible and well utilized, especially by visitors to the Historic Downtown.

The private lots in the downtown area are also largely well-maintained with striped lots with posted signage indicating the intended users. Overall, off-street parking conditions were well maintained with adequate on-site signage, however the adequacy of evening lighting was not easy to evaluate given the time of year and hours of inspection.





[9] Branding public lots with a simple, unique Florence-based logo will help visitors quickly identify parking facilities as available for public use. Having each public lot branded with that logo will help reinforce, in the minds of visitors, a system of instantly recognizable public parking facilities, welcoming them when they arrive regardless of where they are in Florence.

The following notes document observations and photos of three (3) off-street parking lots in the Historic Downtown, providing a description of the lot condition, signage and likely users for each.

Public Lot (Lot 85) – Historic Downtown

- **Condition**: All stalls well marked, pavement in good condition.
- **Users and Signage**: Overflow visitors, local customers, tourists patronizing the Bay Street area are the priority users. Onsite signage is present, however, additional branded signage as well as signage directing users to the lot may need to be improved. ADA stalls are well marked.
- **Occupancy**: The Port of Siuslaw lot peak occupancy was from 2:00-3:00PM on both the weekday (53.8%) and weekend (60%). Though experiencing relatively low occupancy, the public lot provides nearby off-street parking for visitors and tourists whose destination is the Bay Street area.



Public Parking (3 Hour) - (Lot 113) – Historic Downtown

- **Condition**: This public lot is well marked and generally in good condition with visible striping. The public use stalls abut well marked private off-street parking stalls within the lot. With a smaller public parking lot (Lot 110) across the street (under the bridge), off-street visitor parking for Bay Street is present. However, additional branded signage may be an improvement to visitors searching for a nearby parking stall.
- **Users and Signage**: There is small public parking signage for the lot, yet additional signage to indicate No Limit off-street public parking would be beneficial for visitors to the Downtown area.
- **Occupancy**: Just below Highway 101, the 21 stalls in Lot 113 experience a high peak occupancy on both the weekday and weekend. Visitors and tourists quickly find this off-street option in historic downtown.



Old Wharf Building - (Lot 94) – Historic Downtown

- **Condition**: This mixed-use lot is perfectly located among a number of different adjacent retail properties between Laurel Street to the west and Maple Street to the east. Though the traffic circulation is narrow, the stalls are well marked and well utilized.
- **Users and Signage**: Signage is prominent at the entry to the lot, indicating it is private (accessory) parking. Users of the lot are patrons of the adjacent retail businesses along Laurel, Maple and Bay Streets.
- **Occupancy**: Occupancy for this lot was high throughout the weekday and weekend, with constant usage from local visitors and tourists.

1.8 Summary

Florence provides a great balance for residents and tourists, mixing tourism destinations with everyday needs. That is certainly evident in the parking occupancy usage data, with peak hour occupancies constrained around Bay Street (tourism/visitor locations), but largely tapering off in the remainder of downtown (residential/employee use). Though the entire parking system is far from constrained (over 85%), the on and off-street systems along Bay Street are highly utilized. The appearance of constraint in this section of downtown is understandable, as such, it is likely users of the Historic Downtown may perceive a parking deficit or "problem." Nonetheless, parking is generally available in close proximity, within a couple of blocks on-street or within a nearby off-street lot. Some basic parking management strategies can help redirect demand into areas with surplus parking, while freeing up more convenient, centrally located stalls for higher turnover users.

Overall, the conditions of the on and off-street stalls are high with clear signage when applicable. The off-street public system could benefit from additional branded signage directing visitors and tourists quickly to an off-street option. When striping is present on-street, it provides clear guidance for the user and they appear to be well-spaced. As additional development and growth in the downtown occurs, Florence is well suited to absorb additional demand in a well-formatted on and off-street parking system.

Appendix A

Table 5: Off-street parking occupancies by lot[10]

Lot Number	Facility	Stalls	Peak Hour	Peak Occupancy	Stalls Available
Total Off-Street Supply (116 sites)		2,529	**2:00 PM - 3:00 PM** 1:00 PM - 2:00 PM	**39.9%** 34.9%	**1,520** 1,647
Off-Street Supply Studied (56 sites)		1,755	**2:00 PM - 3:00 PM** 1:00 PM - 2:00 PM	**39.9%** 34.9%	**1,055** 1,143
1	10th/Main - Church Lot (outside boundary)	65	- -	- -	- -
2	Hyak + Apartments (6 stalls/6 stalls)	12	- -	- -	- -
3	Barber Shop/New Concepts/Thai Cuisine	18	- -	- -	- -
4	KXCK Radio Station	2	- -	- -	- -
5	Shell	5	- -	- -	- -
6	Villa West Motel	19	- -	- -	- -
7	Central Lincoln	30	**9:00 AM - 10:00 AM** 9:00 AM - 7:00 PM	**66.7%** 16.7%	**10** 25
8	Central Lincoln (fleet fenced)	10	- -	- -	- -
9	Siuslaw Medical Center	11	**9:00 AM - 10:00 AM** 11:00 AM - 1:00 PM	**72.7%** 9.1%	**3** 10
10	Park Place	42	**2:00 PM - 3:00 PM** 1:00 PM - 3:00 PM	**38.1%** 16.7%	**26** 35
11	West Coast Real Estate	18	**10:00 AM - 11:00 AM** 10:00 AM - 5:00 PM	**38.9%** 11.1%	**11** 16
12	Premiere Landscaping	7	- -	- -	- -
13	Event Parking (gravel)	38	- -	- -	- -
14	Dune Village Center (120 front/ 6 in back)	126	**1:00 PM - 2:00 PM** 12:00 PM - 1:00 PM	**56.3%** 56.3%	**55** 55
15	Clauson's Wheelhouse	15	**12:00 PM - 1:00 PM** 10:00 AM - 11:00 AM	**93.3%** 93.3%	**1** 1
16	Siuslaw Library	53	**multiple** multiple	**20.8%** 5.7%	**42** 50
17	Options Counseling	11	**4:00 PM - 5:00 PM**	**27.3%**	**8**

[10] Facilities not collected on the study day are highlighted in red.

Lot Number	Facility	Stalls	Peak Hour	Peak Occupancy	Stalls Available
			-	-	11
18	7 Eleven	17	**multiple** 4:00 PM - 5:00 PM	**41.2%** 58.8%	**10** 7
19	Abel Insurance	10	**multiple** 1:00 PM - 5:00 PM	**40.0%** 10.0%	**6** 9
20	VP Fuels	3	- -	- -	- -
21	Bikes + Guitars	12	**multiple** multiple	**41.7%** 25.0%	**7** 9
22	Florence Hostel	6	- -	- -	- -
23	CenturyLink	6	- -	- -	- -
24	Cost Insurance Services	18	- -	- -	- -
25	La Pomodori Restorante	6	- -	- -	- -
26	US Post Office	37	**1:00 PM - 2:00 PM** 9:00 AM - 10:00 AM	**56.8%** 64.9%	**16** 13
27	Banner Bank	24	**9:00 AM - 12:00 PM** 3:00 PM - 6:00 PM	**37.5%** 4.2%	**15** 23
28	CPA/Cascasade Escrow	15	**10:00 AM - 11:00 AM** -	**73.3%** -	**4** 15
29	Oregon Urology	13	- -	- -	- -
30	Safeway	253	**12:00 PM - 1:00 PM** 12:00 PM - 1:00 PM	**49.4%** 41.5%	**128** 148
31	Timber Apartments	40	**4:00 PM - 6:00 PM** multiple	**57.5%** 57.5%	**17** 17
32	Event Center Parking	69	**10:00 AM - 11:00 AM** 9:00 AM - 7:00 PM	**8.7%** 1.4%	**63** 68
33	Gas station	2	- -	- -	- -
34	Event Center Parking (overflow - gravel)	17	- -	- -	- -
35	Old School Furniture & Saw Shop	37	**4:00 PM - 5:00 PM** 1:00 PM - 2:00 PM	**10.8%** 10.8%	**33** 33
36	Florence Event Center (gated)	110	- -	- -	- -
37	Umpqua Bank	18	**1:00 PM - 3:00 PM** multiple	**33.3%** 11.1%	**12** 16

Lot Number	Facility	Stalls	Peak Hour	Peak Occupancy	Stalls Available
38	Antique Mall/Good Stuff	17	**multiple** multiple	**52.9%** 58.8%	**8** 7
39	Buds 4 U	3	- -	- -	- -
40	Antique Mall (employee parking)	6	- -	- -	- -
41	The Shipping Shack	17	**3:00 PM - 4:00 PM** multiple	**64.7%** 47.1%	**6** 9
42	Sears/Peace Health Peace Harbor Medicine (33 front, 5 back)	38	**multiple** 2:00 PM - 4:00 PM	**84.2%** 7.9%	**6** 35
43	AIC Insurance	10	- -	- -	- -
44	Brian's Barbershop	9	**multiple** multiple	**55.6%** 33.3%	**4** 6
45	Wellness Center	11	**multiple** 3:00 PM - 4:00 PM	**36.4%** 18.2%	**7** 9
46	State Farm	7	**2:00 PM - 3:00 PM** -	**57.1%** -	**3** 7
47	Kinswood Apartments	14	- -	- -	- -
48	1335 Rhododendron	5	- -	- -	- -
49	Cottage Salon/Tattoo/Village Grooming	12	- -	- -	- -
50	Hanawalt & Ferguson Law Office (1 front, 7 back)	8	**4:00 PM - 5:00 PM** 11:00 AM - 12:00 PM	**50.0%** 12.5%	**4** 7
51	Antique Store	1	- -	- -	- -
52	357 Laurel St	4	- -	- -	- -
53	Dunesday Games	3	**4:00 PM - 5:00 PM** -	**33.3%** -	**2** 3
54	Duplex (residential) 391 Laurel St	8	- -	- -	- -
55	405 Laurel St	8	- -	- -	- -
56	Cafa - Anahis Beauty + Spa	9	**multiple** 2:00 PM - 3:00 PM	**22.2%** 11.1%	**7** 8
57	Farmers Insurance_Florence In Bloom	24	**12:00 PM - 1:00 PM** multiple	**37.5%** 16.7%	**15** 20
58	Goodmans Floor Coverings	12	-	-	-

Lot Number	Facility	Stalls	Peak Hour	Peak Occupancy	Stalls Available
			-	-	-
59	Hoberg Complete Auto Repair - 9 front, 4 back	13	- -	- -	- -
60	Los Compadres Taqueria	9	- -	- -	- -
61	Florence Evangelical Church (front & back)	26	- -	- -	- -
62	Coins & Stamps	7	- -	- -	- -
63	The Brown Hen	17	- -	- -	- -
64	423 Motorsports	10	- -	- -	- -
65	Gravel Lot	34	**multiple** 12:00 PM - 3:00 PM	**32.4%** 26.5%	**23** 25
66	Landmark Inn	12	- -	- -	- -
67	New Horizon	6	**multiple** 9:00 AM - 6:00 PM	**33.3%** 16.7%	**4** 5
68	Yamaha	24	**11:00 AM - 12:00 PM** 12:00 PM - 1:00 PM	**25.0%** 58.3%	**18** 10
69	Chamber of Commerce (public parking) Krab Kettle	11	**1:00 PM - 2:00 PM** 1:00 PM - 2:00 PM	**63.6%** 81.8%	**4** 2
70	The Sportsman - 17 front, 5 back (gravel)	22	**5:00 PM - 6:00 PM** 1:00 PM - 2:00 PM	**40.9%** 54.5%	**13** 10
71	Lighthouse Inn (27 front & 10 back)	37	- -	- -	- -
72	City Employee Parking	11	**9:00 AM - 12:00 PM** 10:00 AM - 6:00 PM	**54.5%** 9.1%	**5** 10
73	City Hall Parking	9	**9:00 AM - 12:00 PM** 9:00 AM - 7:00 PM	**77.8%** 55.6%	**2** 4
74	Firefighter parking only	5	**1:00 PM - 4:00 PM** 5:00 PM - 6:00 PM	**40.0%** 20.0%	**3** 4
75	City Hall	14	**multiple** 2:00 PM - 4:00 PM	**7.1%** 28.6%	**13** 10
76	Florence Playhouse	3	- -	- -	- -
77	Private property (no parking sign)	14	- -	- -	- -
78	Museum	18	**2:00 PM - 3:00 PM** 2:00 PM - 3:00 PM	**44.4%** 16.7%	**10** 15

Lot Number	Facility	Stalls	Peak Hour	Peak Occupancy	Stalls Available
79	216 Nopal St	5	- -	- -	- -
80	North Bay Condos	17	**5:00 PM - 7:00 PM** 1:00 PM - 2:00 PM	**58.8%** 88.2%	**7** 2
81	Bridge Port Landing Owners Assoc (reserved private)	10	- -	- -	- -
82	Port of Siuslaw Free Area - Day Use Only	79	**multiple** 4:00 PM - 5:00 PM	**16.5%** 11.4%	**66** 70
83	Sea Scout Base	4	- -	- -	- -
84	1738 Quince - multi-family residential	4	- -	- -	- -
85	Port of Siuslaw	197	**2:00 PM - 3:00 PM** 2:00 PM - 3:00 PM	**53.8%** 68.0%	**91** 63
86	Old Town Coffee	14	**9:00 AM - 10:00 AM** multiple	**92.9%** 121.4%	**1** -3
87	Salt Water Taffy (employee parking)	3	- -	- -	- -
88	Backstreet Gallery	4	- -	- -	- -
89	Unidentified	4	- -	- -	- -
90	Siuslaw News (3 lots_1 site)	25	- -	- -	- -
91	1490 (1st/Nopal) Tenant parking only	4	- -	- -	- -
92	Masonic Lodge Building	5	- -	- -	- -
93	Joy of Quilting	1	- -	- -	- -
94	Old Wharf Building	30	**1:00 PM - 3:00 PM** multiple	**90.0%** 93.3%	**3** 2
95	Bodega Wine Parlor + Swee Magnolia Bakery	19	- -	- -	- -
96	Tenant Parking Only	3	- -	- -	- -
97	Alley Apartment tenant only	2	- -	- -	- -
98	Beach Comber	4	- -	- -	- -
99	About U Salon/Chicken Coop	4	-	-	-

Lot Number	Facility	Stalls	Peak Hour	Peak Occupancy	Stalls Available
			-	-	-
100	Wind Drift Gallery	7	- -	- -	- -
101	Old Town Inn	39	**9:00 AM - 10:00 AM** 9:00 AM - 10:00 AM	**38.5%** 69.2%	**24** 12
102	Coldwell Banker	33	**2:00 PM - 3:00 PM** 4:00 PM - 5:00 PM	**48.5%** 57.6%	**17** 14
103	Laurel Crossing	37	**multiple** 4:00 PM - 5:00 PM	**45.9%** 62.2%	**20** 14
104	Dairy Queen	18	- -	- -	- -
105	Thrift Shop	5	- -	- -	- -
106	Public Parking	77	**2:00 PM - 3:00 PM** 2:00 PM - 3:00 PM	**23.4%** 18.2%	**59** 63
107	Veterans Memorial Park	13	**5:00 PM - 6:00 PM** 2:00 PM - 3:00 PM	**69.2%** 61.5%	**4** 5
108	River House Inn	37	- -	- -	- -
109	1220 Condos + Coast Jewelry	18	- -	- -	- -
110	Public Parking (3 Hour)	8	**multiple** 1:00 PM - 3:00 PM	**87.5%** 100.0%	**1** 0
111	Travel Division	3	**10:00 AM - 7:00 PM** 9:00 AM - 7:00 PM	**100.0%** 33.3%	**0** 2
112	Waterfront North	18	**6:00 PM - 7:00 PM** 1:00 PM - 2:00 PM	**100.0%** 100.0%	**0** 0
113	Public Parking (3 Hour)	21	**multiple** 12:00 PM - 2:00 PM	**95.2%** 100.0%	**1** 0
114	Mo's	17	**12:00 PM - 1:00 PM** multiple	**94.1%** 100.0%	**1** 0
115	Mixed use/Antique Shop	8	**multiple** 2:00 PM - 3:00 PM	**50.0%** 62.5%	**4** 3
116	WAFP Bank	9	**multiple** -	**44.4%** -	**5** 9