



**CITY OF
FLORENCE**

Exhibit C

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City of Florence, Oregon

Transportation System Plan Update

Prepared for:

The City of Florence



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TECH MEMO #1: PLANS AND POLICY FRAMEWORK

Date: March 29, 2023

To: Wendy Farley-Campbell, Shirley Gray, Erin Reynolds, Mike Miller, City of Florence
Michael Duncan, Oregon Department of Transportation

From: Darci Rudzinski, Clinton "CJ" Doxsee, and Brandon Crawford, MIG | APG

Project: City of Florence Transportation System Plan Update

Subject: Final Tech Memo #1: Plans and Policy Framework

Overview

This memorandum presents a review of existing plans, regulations, and policies that affect transportation planning in the City of Florence. The review explains the relationship between the documents and the current long-range planning process, identifying key issues that will factor into the Transportation System Plan (TSP) update. Of particular note are plans and policies that have been adopted or updated since the adoption of the City's 2012 TSP.

Some documents included in this review establish transportation-related standards, targets, and guidelines in which the TSP update must be coordinated and consistent with; others contain transportation improvements that will need to be factored into the future demand modeling and otherwise reflected in the draft TSP. Local policy and regulatory requirements described in this review – such as the Florence Zoning Ordinance – may be subject to recommended amendments in order to implement the recommendations of the updated TSP. This memorandum helps set the stage for those potential amendments, which will be prepared as part of project implementation (Task 7).

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OREGON TRANSPORTATION PLAN (2006)

The Oregon Transportation Plan (OTP) is the state's long-range multi-modal transportation plan that addresses the future transportation needs of the State of Oregon through the year 2030. The primary function of the OTP is to establish goals, policies, strategies, and initiatives that are translated into a series of modal plans, such as the Oregon Highway Plan and Oregon Bicycle and Pedestrian Plan. The OTP considers all modes of Oregon's transportation system, including Oregon's airports, bicycle and pedestrian facilities, highways and roadways, pipelines, ports and waterway facilities, public transportation, and railroads. It assesses state, regional, and local public and private transportation facilities. In addition, the OTP provides the framework for prioritizing transportation improvements based on varied future revenue conditions, but it does not identify specific projects for development.

The OTP provides broad policy guidance and sets seven overarching goals for the state.¹ Through these goals and associated policies and strategies, the OTP emphasizes:

- » Maintaining and maximizing the assets in place.
- » Optimizing the performance of the existing system through technology.
- » Integrating transportation, land use, economic development, and the environment.
- » Integrating the transportation system across jurisdictions, ownerships, and modes.
- » Creating sustainable funding.
- » Investing in strategic capacity enhancements.

The Implementation Framework section of the OTP describes the implementation process and how state multimodal, modal/topic plans, regional and local TSPs and master plans will further refine the OTP's broad policies and investment levels. Local TSPs can further OTP implementation by defining standards, instituting performance measures, and requiring that operational strategies be developed.

The last chapter of the OTP provides implementation and investment frameworks and key initiatives to be consulted in developing TSP projects and implementation measures.

Project Relevance: The OTP's key initiatives will guide the TSP update, specifically in the areas of system management, maximizing performance of the existing transportation system using technology and creative design solutions, pursuing sustainable funding

¹ The seven goals are Goal 1 – Mobility and Accessibility; Goal 2 – Management of the System; Goal 3 – Economic Vitality; Goal 4 – Sustainability; Goal 5 – Safety and Security; Goal 6 – Funding the Transportation System; and Goal 7 – Coordination, Communication, and Cooperation.



sources, and investing strategically in capacity projects. Consistent with a central OTP policy, the TSP update will seek to maximize the performance of the existing local transportation system by the use of technology and system management before considering larger and costlier additions to the system.

OREGON HIGHWAY PLAN (1999, LAST AMENDED IN 2015)

The Oregon Highway Plan (OHP) is a modal plan of the OTP that guides planning, operations, and financing for ODOT's Highway Division. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems.

The following policies are relevant to the TSP update process.

Policy 1A: State Highway Classification System

The OHP classifies the state highway system into four levels of importance: Interstate, Statewide, Regional, and District. ODOT uses this classification system to guide management and investment decisions regarding state highway facilities. The system guides the development of the facility plans, as well as ODOT's review of local plan and zoning amendments, highway project selection, design and development, and facility management decisions including road approach permits.

Highway 126 (OR 126) and the Oregon Coast Highway (US 101) are classified as statewide highways in the state classification system. The purpose and management objectives of these highways are provided in Policy 1A, as summarized below.

- » **Statewide Highways** (OR 126 and US 101) typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways. A secondary function is to provide connections for intra-urban and intra-regional trips. The management objective is to provide safe and efficient, high-speed, continuous-flow operation. In constrained and urban areas, interruptions to flow should be minimal.

Policy 1B: Land Use and Transportation

Policy 1B addresses the relationship between highways and development on either side of the highway. It emphasizes development patterns that maintain state highways for regional and intercity mobility and supports compact development patterns that are less dependent on state highways. As a Statewide Highway, accessibility and mobility along US 101 should be balanced.

Highway 126 is considered a non-designated Urban Highway within the City's urban growth boundary (UGB),² where the objective is to efficiently move through traffic while also meeting the access needs of nearby properties. Access to and from properties that abut an urban segment must be consistent with the Access Management Rule set forth in OAR 734-051.

² Highway 126 does not have Special Transportation Area, Urban Business Area, or Commercial Area designations in Florence. These special designations allow for deviations from state standards related to highway cross-sections, parking, and access in recognition of historic settlement patterns and the use of the highway as part of a jurisdiction's local roadway system.



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US 101 has a Special Transportation Area (STA)³ and Urban Business Area (UBA) segment designation in Florence (see Figure 1). Per Appendix D of the OHP, the STA highway segment in Florence (MP 190.23 – 190.84) is also a designated freight route, and therefore it is a Category 2 STA. Category 2 STAs and UBAs need managements plans that are coordinated between ODOT and Florence, and they must be designated by the Oregon Transportation Commission. ODOT standards must be applied to the Category 2 STA segment. The Highway Design Manual (HDM) standards for UBAs will be used in areas with posted speeds less than or equal to 35 mph except where an STA has been designated.

³ As explained in the 2005 ODOT staff report supporting the designations and amending the OHP: *In Florence, the proposed freight route designation on US 101 south of the OR 126 intersection creates a potential inconsistency with local plans that have been developed over several years with the support and participation of ODOT. Designating this highway section as an STA recognizes the local planning effort and supports a balance between freight needs and local interests. An STA is proposed south of the intersection of US 101 and OR 126, from 8th Street south to the Siuslaw River Bridge, to help implement local planning for improved pedestrian access and traditional downtown redevelopment and infill. ... a UBA is proposed north of the intersection of US 101 and OR 126, from 10th Street north to 30th Street, consistent with the existing commercial development in the area and low posted speeds. This part of US 101 is not proposed as a freight route, but the UBA designation is included here because the local process preceding this designation and all related correspondence have included both segments. No management plan is required because the posted speeds are at 35 mph or below. The formality of designation is requested in respect to the preliminary work done by the city and the Region.*



Policy 1C: State Highway Freight System

The primary purpose of the State Highway Freight System is to facilitate efficient and reliable interstate, intrastate, and regional truck movement through a designated freight system. This freight system, which is made up of the Interstate Highways and select Statewide, Regional, and District Highways, includes routes that carry significant tonnage of freight by truck and serve as the primary interstate and intrastate highway freight connection to ports, intermodal terminals, and urban areas. Highways included in this designation have higher highway mobility standards than other statewide highways. Highway 126 and US 101 south of Highway 126 are designated Freight Routes in Florence.

Policy 1F: Highway Mobility Standards Access Management Policy

Policy 1F sets mobility standards for ensuring a reliable and acceptable level of mobility on the state highway system. The standards are used to assess system needs as part of long-range, comprehensive planning for transportation projects, during development review, and to demonstrate compliance with the Transportation Planning Rule.

Significant amendments to Policy 1F were adopted in 2011 to address concerns that state transportation policy and requirements have led to unintended consequences and inhibited economic development. Policy 1F now provides a clearer policy framework for considering measures other than v/c ratios for evaluating mobility performance.

Table 1 presents mobility targets for the state facilities in the TSP study area. Highway 126 and US 101 are classified as Statewide Highways within the Florence UGB.⁴ US 101 is also designated as a UBA from 30th Street to Highway 126, an STA from Highway 126 to Bay Street, and a Freight Route from Highway 126 to the south city limits. Conversely, Highway 126 is not designated as an STA or a UBA; however, it is a Freight Route.

⁴ US 101 south of Highway 126 is a Freight Route through Florence, to the California border.



Table 1: V/C Ratio Targets Outside the Portland Metropolitan Region

| VOLUME TO CAPACITY RATIO TARGETS OUTSIDE METRO ^{17A, B, C, D} | | | | | | | |
|--|------------------------------|------|---|---|---|---|-------------|
| Highway Category | Inside Urban Growth Boundary | | | | | Outside Urban Growth Boundary | |
| | STA ^E | MPO | Non-MPO Outside of STAs where non-freeway posted speed <= 35 mph, or a Designated UBA | Non-MPO outside of STAs where non-freeway speed > 35 mph but < 45 mph | Non-MPO where non-freeway speed limit >= 45 mph | Unincorporated Communities ^F | Rural Lands |
| Interstate Highways | N/A | 0.85 | N/A | N/A | 0.80 | 0.70 | 0.70 |
| Statewide Expressways | N/A | 0.85 | 0.85 | 0.80 | 0.80 | 0.70 | 0.70 |
| Freight Route on a Statewide Highway | 0.90 | 0.85 | 0.85 | 0.80 | 0.80 | 0.70 | 0.70 |
| Statewide (not a Freight Route) | 0.95 | 0.90 | 0.90 | 0.85 | 0.80 | 0.75 | 0.70 |
| Freight Route on a regional or District Highway | 0.95 | 0.90 | 0.90 | 0.85 | 0.85 | 0.75 | 0.70 |
| Expressway on a Regional or District Highway | N/A | 0.90 | N/A | 0.85 | 0.85 | 0.75 | 0.70 |
| Regional Highways | 1.0 | 0.95 | 0.90 | 0.85 | 0.85 | 0.75 | 0.70 |
| District/Local Interest Roads | 1.0 | 0.95 | 0.95 | 0.90 | 0.90 | 0.80 | 0.75 |

^A Unless the Oregon Transportation Commission has adopted an alternative mobility target for the impacted facility, the mobility targets in Tables 6 are considered standards for purposes of determining compliance with OAR 660-012, the Transportation Planning Rule.

^B For the purposes of this policy, the peak hour shall be the 30th highest annual hour. This approximates weekday peak hour traffic in larger urban areas. Alternatives to the 30th highest annual hour may be considered and established through alternative mobility target processes.

^C Highway design requirements are addressed in the Highway Design Manual (HDM).

^D See Action 1F.1 for additional technical details.

^E Interstates and Expressways shall not be identified as Special Transportation Areas.

^F For unincorporated communities inside MPO boundaries, MPO mobility targets shall apply.

Policy 1G: Major Improvements

This policy requires maintaining performance and improving safety on the highway system by improving efficiency and management on the existing roadway network before adding capacity. The state's highest priority is to preserve the functionality of the existing highway system. Tools that are employed to improve the function of the state highway system include access management, transportation demand management, traffic operations modifications, and changes to local land use designations or development regulations.



After existing system preservation, the second priority is to make minor improvements to existing highway facilities, such making improvements to the local street network to minimize local trips on the state facility.

The third priority is to make major roadway improvements such as adding lanes to increase capacity on existing roadways. As part of this TSP process, ODOT will work with the City and other stakeholders to determine appropriate strategies and tools that can be implemented at the local level that are consistent with this policy.

Policy 2B: Off-System Improvements

This policy recognizes that the state may provide financial assistance to local jurisdictions to make improvements to local transportation systems if the improvements would provide a cost-effective means of improving the operations of the state highway system. As part of this TSP update process, ODOT will work with the City and project stakeholders to identify improvements to the local road system that support the planned land use designations in the study area and that will help preserve capacity and ensure the long-term efficient and effective operation of high functional class facilities.

Policy 2F: Traffic Safety

This policy emphasizes the state's efforts to improve safety of all users of the highway system. Action 2F.4 addresses the development and implementation of the Safety Management System to target resources to sites with the most significant safety issues. The TSP update process will include citywide crash analysis to identify sites with a history of fatal and serious injury crashes and identify potential countermeasures to reduce crashes.

Policy 3A: Classification and Spacing Standards

This policy seeks to manage the location, spacing, and type of road intersections on state highways in a manner that ensures the safe and efficient operation of state highways consistent with their highway classification.

Action 3A.2 calls for spacing standards to be established for state highways based on highway classification, type of area, and posted speed. Tables in OHP Appendix C present access spacing standards which consider urban and rural highway classification, traffic volumes, speed, safety, and operational needs. The access management spacing standards established in the OHP are implemented by OAR 734, Division 51, addressed later in this report. The TSP update process will include an analysis of how existing spacing on ODOT facilities compares to these standards.

Policy 4A: Efficiency of Freight Movement

Policy 4A emphasizes the need to maintain and improve the efficiency of freight movement on the state highway system. It seeks to balance the needs of long distance and through freight movements with local transportation needs on highway facilities in both urban and rural areas. In Florence, Highway 126 and portions of US 101 are designated Freight Routes.

Policy 4B: Alternative Passenger Modes

Policy 4B encourages the development of alternative passenger services and systems as part of broader corridor strategies to help preserve the performance and function of the state highway system. The Rhody Express provides public transportation service in Florence. Improving safety, access, and mobility for pedestrians and bicyclists and enhanced connections to transit are objectives of this update process.



Policy 4D: Transportation Demand Management

This policy supports the efficient use of the state transportation system through investment in transportation demand management (TDM) strategies. Action 4D.1 calls for reducing peak period single-occupancy vehicle travel and to move traffic demand out of the peak period to improve the flow of traffic on state highways. The TSP update process will explore TDM strategies that may be appropriate for Florence, including requirements for new development and incentives for employers that can reduce vehicle trips.

Project Relevance: OHP policies provide guidance related to the accessibility, mobility, and function of state highways. The TSP planning process will consider policies in the OHP to guide proposed improvements, modifications, or local policies that could affect any of the state facilities in the City. The TSP is being developed in coordination with ODOT so that projects, policies, and regulations proposed as part of the TSP will be consistent with the standards and targets established in the OHP related to safety, access, and mobility.

OREGON BICYCLE AND PEDESTRIAN PLAN (2016)

The intent of the Oregon Bicycle and Pedestrian Plan (OBPP) is to create a policy foundation that supports decision-making for walking and biking investments, strategies, and programs that help to develop an interconnected, robust, efficient, and safe transportation system. The OBPP establishes the role of walking and biking as essential modes of travel within the context of the entire transportation system and recognizes the benefit of these modes to the people and places in Oregon.

The OBPP provides direction for what needs to be achieved, including 20 policies and associated strategies designed to help develop, sustain, and improve walking and biking networks. It identifies nine goals based upon the broader goals of the OTP that reflect statewide values and desired accomplishments relating to walking and biking:

- » Goal 1: Safety
- » Goal 2: Accessibility and Connectivity
- » Goal 3: Mobility and Efficiency
- » Goal 4: Community and Economic Vitality
- » Goal 5: Equity
- » Goal 6: Health
- » Goal 7: Sustainability
- » Goal 8: Strategic Investment
- » Goal 9: Coordination, Cooperation, and Collaboration

The OBPP also provides background information related to state and federal law, funding opportunities, and implementation strategies proposed by ODOT to improve bicycle and pedestrian transportation. It outlines the role that local jurisdictions play in the implementation of the Plan, including the development of local pedestrian and bicycle plans as stand-alone documents within TSPs.



The Oregon Bicycle and Pedestrian Design Guide is the technical element of the plan that guides the design and management of bicycle and pedestrian facilities on state-owned facilities. It is an appendix to the HDM and provides best practices and design guidelines for bicycle and pedestrian facilities.

Project Relevance: The policies and design guidance in the OBPP apply to state highway facilities in Florence. State policy and design guidance will be considered in evaluating and planning for the TSP's local street standards and bicycle and pedestrian system elements. Through this TSP update, the City will work with regional and state agencies to help identify gaps in the regional walking and biking network and prioritize projects accordingly.

OREGON RAIL PLAN (2020)

The Oregon State Rail Plan is a state modal plan under the OTP that addresses long-term freight and passenger rail planning in Oregon. The plan provides a comprehensive assessment of the state's rail planning, freight rail, and passenger rail systems. It identifies specific policies concerning rail in the state, establishes a system of integration between freight and passenger elements into the land use and transportation planning process, and calls for cooperation between state, regional, and local jurisdictions in planning for rail.

There are currently no rail lines that pass through Florence. The Coos Bay Rail Line (CBR) is the nearest rail line to the City. The railroad is located outside of the City's UGB to the east and south (approximately 1.5 miles); it runs along Highway 126 and splits south before the highway reaches Florence. The CBR Line is classified as a Non-Class I freight line and provides no passenger service.

Project Relevance: The TSP will consider the needs of the freight and modal connections to the rail system near the City's UGB while developing recommended policies and projects related to improving safety, mobility, and freight efficiency.

OREGON FREIGHT PLAN (2017)

The Oregon Freight Plan (OFF) is the modal plan that guides the movement of goods and commodities on the State highway system. Its purpose statement identifies the intent to "improve freight connections to local, Native America, state, regional, national and global markets in order to increase trade-related jobs and income for workers and businesses." The objectives of the plan include prioritizing and facilitating investments in freight facilities (including rail, marine, air, and pipeline infrastructure) and adopting strategies to maintain and improve the freight transportation system.

The plan defines a statewide strategic freight network. US 101 and Highway 126 are designated as strategic corridors among the Western Corridor Freight Facilities in the OFF. The following policy and strategic direction provided in the OFF prioritizes preservation of strategic corridors as well as improvements to the supply chain achieved through coordination of freight and system management planning.

- » Strategy 1.2: Support freight access to the Strategic Freight System. This includes proactively protecting and preserving corridors designated as strategic.
- » Action 1.2.1. Preserve freight facilities included as part of the Strategic Freight System from changes that would significantly reduce the ability of these facilities to operate as



efficient components of the freight system unless alternate facilities are identified or a safety-related need arises.

- » Strategy 2.4: Coordinate freight improvements and system management plans on corridors comprising the Strategic Freight System with the intent to improve supply chain performance.

The OFP is currently undergoing an update, with amendments anticipated for adoption in 2023.

Project Relevance: Maintaining and enhancing efficiency of the truck freight system in the study area will be an objective of the updated TSP. The project advisory committee will include members that represent freight interests.

OREGON PUBLIC TRANSPORTATION PLAN (2018)

The Oregon Public Transportation Plan (OPTP) provides guidance for ODOT and public transportation agencies regarding the development of public transportation systems. The OPTP is intended to establish a common foundation for local, regional, and state agencies by addressing the following:

- » Vision and goals for public transportation
- » Policy and strategy framework to inform decision making
- » Possible priorities under different levels of funding for public transportation
- » Opportunities and challenges in investment and implementation
- » Positioning public transportation as a key part of Oregon's transportation system

The vision stated in the OPTP is:

In 2045, public transportation is an integral, interconnected component of Oregon's transportation system that makes Oregon's diverse cities, towns, and communities work. Because public transportation is convenient, affordable, and efficient, it helps further the state's quality of life and economic vitality and contributes to the health and safety of all residents, while reducing greenhouse gas emissions.

The OPTP establishes and is organized into the following 10 goal areas:

1. Mobility – Public Transportation User Experience
2. Accessibility and Connectivity – Getting from Here to There
3. Community Livability and Economic Vitality
4. Equity
5. Health
6. Safety and Security
7. Environmental Sustainability
8. Land Use



9. Strategic Investment

10. Communications, Collaboration and Coordination

While the OTP does not recommend specific projects or investments, new efforts in planning for transit came with the passage of HB 2017 (Keep Oregon Moving Act) and the establishment of a new dedicated source of funding for expanding public transportation service in Oregon.⁵ The Statewide Transportation Improvement Fund (STIF) provides the impetus for coordinating how needed infrastructure is prioritized. STIF funds are continuously appropriated to finance investments and improvements in public transportation services and may be used for public transportation purposes that support the effective planning, deployment, operation, and administration of STIF-funded public transportation programs. STIF funds may be also used as the local match for state and federal funds that also provide public transportation service.⁶ As of July 2023, STIF will be merged into the Special Transportation Fund (STF) program, a formula program that provides funding to transit districts across the state.

The Rhody Express provides public transit service in Florence. It runs from 10:00 am to 6:00 pm Monday through Friday. It includes two routes – the North Loop and the South Loop. Both routes have a service frequency of every hour, completing their respective routes seven times a day. Additionally, Coos County Area Transit runs the Florence Express between Coos Bay, Reedsport, and Florence with two daily runs (7:30 am to 11:15 am and 3:30 pm to 7:15 pm) Monday through Saturday.

Project Relevance: The TSP will consider the needs of the transit system in Florence while developing recommended policies and projects related to improving transit service. In addition, project advisory committees include a representative of ODOT Transit, Lane Transit District, and the transit division of Lane Council of Governments who will advise on transit needs and improvements.

OREGON TRANSPORTATION SAFETY ACTION PLAN (2021)

An element of the OTP, the Oregon Transportation Safety Action Plan (TSAP) provides long-term goals, policies and strategies and near-term actions to eliminate deaths and life-changing injuries. The TSAP addresses all modes on all public roads in Oregon. Over the long term, the goals of the TSAP are:

- » Safety Culture – Transform public attitudes to recognize all transportation system users have responsibility for other people's safety in addition to their own; transport organizational transportation safety culture among employees and agency partners to integrate safety considerations into all responsibilities.
- » Infrastructure – Develop and improve infrastructure to eliminate fatalities and serious injuries for users of all modes.
- » Healthy, Livable Communities – Plan, design, and implement safe systems. Support enforcement and emergency medical services to improve the safety and livability of communities, including improved health outcomes.

⁵ <https://www.oregon.gov/ODOT/Pages/HB2017.aspx>

⁶ <https://secure.sos.state.or.us/oard/viewSingleRule.action?ruleVrsnRsn=245662>



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- » Technology – Plan, prepare for, and implement technologies (existing and new) that can affect transportation safety for all users.
- » Collaborate and Communicate – Create and support a collaborative environment for transportation system providers and public and private stakeholders to work together to eliminate fatalities and serious injury crashes.
- » Strategic Investments – target safety funding for effective engineering, emergency response, law enforcement, and education priorities.

The plan provides an overview of how the TSAP is intended to be used and the roles and responsibilities of various transportation agencies and levels of government. It identifies actions that jurisdictions can take to increase transportation safety, such as adopting a Safe Communities Program, which is a collaborative partnership with the National Highway Traffic Safety Administration, ODOT, and other local partners to promote safety. Safe Routes to School is another popular local initiated program that may be supported by grant funding that targets safety improvements to encourage walking and biking to school.

The TSAP provides near-term actions for improving safety that can be used by all jurisdictions responsible for maintaining and improving transportation systems. Actions a city can undertake to accomplish the plan's goals include:

- » Evaluate local spot-specific and systemic safety needs; develop plans and programs to address needs.
- » Collaborate with the state, MPO, and stakeholder partners to educate the public about tribal, county and city transportation safety-related behavioral issues.
- » Integrate safety programming, planning, and policy into local planning.
- » Develop coalitions with enforcement and EMS providers to target and improve specific community needs.
- » Use the TSAP as a resource for local goals, policies, strategies, and actions.

Updated TSAP Chapter 6 addresses near-term implementation focus areas for achieving the plan's goals, policies, and strategies. Organized by "Emphasis Area," actions jurisdictions can undertake are listed below.

Speeding Actions

- » Establish target speeds consistent with facility design, safety goals, context, users, and land use. Apply the Blueprint for Urban Design in urban contexts.

Intersection Actions

- » Implement hot spot and systemic intersection safety improvements consistent with the updated Intersection Safety Implementation Plan
- » Implement intersection design treatments to reduce conflicts between all users, increase awareness, and improve compliance.



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- » Implement access management on high-volume roads and/or around intersections to reduce the number and severity of crashes.
- » Improve visibility of vehicles and pedestrians and bicycles along corridors and at intersections with lighting and unobstructed sightlines.

Roadway Departure

- » Design and implement cost-effective hotspot and systemic roadway departure improvements addressing risk factors associated with lane departure and run-off-road crashes on state and local facilities.

Pedestrian and Bicyclist Actions

- » Prioritize safety investments on identified high crash and high-risk pedestrian locations per NCHRP 20-44(13) methodology, including transit corridors, school areas, multilane roads, urban state highways, and other high-risk areas.
- » Design for appropriate road capacity to reduce crosswalk length and crosswalk conflicts and utilize proven safety countermeasures such as road reconfigurations where appropriate.
- » Design and construct corridors and facilities for pedestrians and bicyclists consistent with the Blueprint for Urban Design, based on land use and provide appropriate, safe pedestrian crossings along corridors to accommodate pedestrian needs.
- » Prioritize multimodal safety investments in areas with a high concentration of historically-underserved communities, such as low income and BIPOC communities.

Project Relevance: The TSAP will be used as a resource while updating the TSP, in particular when developing local goals, policies, and strategies to improve safety in Florence and prioritizing projects related to enhancing multi-modal safety. The City's planning project includes a safety goal that will inform the development of the TSP update, including the identification of transportation improvements that improve safety for all road users.

OREGON TRANSPORTATION OPTIONS PLAN (2015)

The Oregon Transportation Options Plan (OTOP) is a topic plan that establishes policies, strategies, and programs that promote efficient use of existing transportation system investments, thereby reducing reliance on the single-occupancy vehicle and facilitating more transportation by walking, biking, taking transit, and ridesharing.

Adoption of this plan established a statewide vision for transportation options (TO) in Oregon to provide travelers of all ages and abilities with options on how to access goods, services, and opportunities across the state. TO strategies and programs do not address capital infrastructure investments, but rather provide information and resources to allow people to bike, walk, take transit, drive, share rides, and telecommute.

Project Relevance: The updated TSP will draw on program and strategy ideas in the OTOP as appropriate in order to enhance opportunities for non-motorized transportation modes and transit in Florence.



ACCESS MANAGEMENT RULE (OAR 734-051) (2014)⁷

Oregon Administrative Rule (OAR) 734-051 defines the State's role in managing access to highway facilities in order to maintain functional use and safety and to preserve public investment. OHP Policy 3A and OAR 734-051 set access spacing standards for driveways and approaches to the state highway system. The presumption is that existing driveways with access to state highways have written permission from ODOT as required by ORS 734. Access spacing standards are based on state highway classification and differ depending on posted speed and average daily traffic volume.

Project Relevance: Analysis for the TSP update and final project recommendations will need to reflect state requirements for state facilities; the updated TSP will comply with, or move in the direction of compliance for meeting, access management standards on US 101 and Highway 126. Implementation measures that will be developed for the TSP update may entail amendments to city code to ensure local development requirements are consistent with state access management requirements as well as reflect the draft TSP recommendations related to safety and access management.

ORS 366.215 (FREIGHT ROUTES – VEHICLE CARRYING CAPACITY)

State statutes dictate that the Oregon Transportation Commission may not permanently reduce the “vehicle-carrying capacity” of an identified Freight Route (Reduction Review Route) unless safety or access considerations require the reduction, or a local government requests an exemption and the Commission determines it is in the best interest of the state and freight movement is not unreasonably impeded.

Examples of permanent structures that can result in a reduction in vehicle-carrying capacity could include, but are not limited to, bridge structures, traffic signals, signposts, stationary bollards, curbs, bulb-outs, trees, raised or depressed medians, pedestrian refuge islands, traffic separators, roundabouts, streetlights, and overhead wiring. Street markings such as bike lane striping or on-street parking are not considered a reduction of vehicle-carrying capacity.

Project Relevance: Highway 126 and US 101 south of Highway 126 are listed on TransGIS as Reduction Review Routes. Planning documents that propose features that could be a reduction of vehicle-carrying capacity must be in compliance with the statute. Where necessary for safety or access considerations, the TSP may identify a need to obtain approval for proposed future actions by following the ORS 366.215 Review Process.

ODOT HIGHWAY DESIGN MANUAL (2023)

The Highway Design Manual (HDM) provides ODOT with uniform standards and procedures for planning studies and project development for the state's roadways. It is intended to provide guidance for the design of all projects on the State's highways.⁸ It generally agrees with AASHTO's Policy on Geometric Design of Highways and Streets (2018) but anticipates that sound

⁷ Amendments to OAR 734-051 were adopted in early 2014 based on passage of Senate Bill 1024 (2010), Senate Bill 264 (2011), and Senate Bill 408 (2014). The amendments were intended to allow more consideration for economic development when developing and implementing access management rules and involved changes to how ODOT deals with approach road spacing, highway improvement requirements with development, and traffic impact analyses requirements for approach road permits.

⁸ National Highway System or Federal-aid projects on roadways that are under the jurisdiction of cities or counties will typically use the 2018 AASHTO design standards or ODOT 3R design standards. Use of the 2023 Highway Design Manual is required on all projects with the Plans, Specifications, and Estimates (PS&E) milestone on and after January 1, 2023.



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engineering judgment will continue to be a vital part of applying the design criteria to individual projects. The flexibility contained in the 2023 HDM supports the use of Performance-based Practical Design concepts and Context Sensitive Design practices.

State and local planners use the manual to determine design requirements as they relate to the state highways in TSPs, Corridor Plans, and Refinement Plans. Some projects under ODOT roadway jurisdiction traverse across local agency boundaries; for such facilities, local agencies may have adopted design standards and guidelines that differ from ODOT design standards. Although the appropriate ODOT design standards are to be applied on ODOT roadway jurisdiction facilities, local agency publications and design practices can also provide additional guidance, concepts, and strategies related to roadway design. When determining the appropriate design standard for use in project development, work types can be divided into the categories listed in Table 2. Funding may come from a number of funding programs, but it is the type of work that determines the design standard to use.



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Table 2. Potential Applicable Design Standards

| Work Type | Roadway Project Types | | | |
|---|--------------------------|---|---|--------|
| | 1R <i>Resurfacing</i> | 3R <i>Resurfacing, Restoration, and Rehabilitation</i> | 4R <i>Resurfacing, Restoration, Rehabilitation, and Reconstruction</i> | AASHTO |
| Modernization | | | ✓ | |
| Preservation: <i>Resurfacing</i> | ✓ | ✓ | | |
| Preservation: <i>Interstate Maintenance</i> | ✓ | ✓ | | |
| Safety Improvements | | ✓ | | |
| Operations | | ✓ | ✓ | |
| Maintenance | ✓ | ✓ | ✓ | |
| Misc./Special Programs: <i>Grant Project</i> | | | ✓ | ✓ |
| Misc./Special Programs: <i>Project Development Permit Projects</i> | | ✓ | ✓ | |
| Misc./Special Programs: <i>Emergency/Natural Disaster</i> | | ⁹ ✓ | | |
| Local Programs | | | ¹⁰ ✓ | ✓ |

The HDM includes mobility standards related to project development and design that are applicable to all modernization projects, except for development review projects (see Table 3). The v/c ratios in the HDM are different than those shown in the Oregon Highway Plan (OHP). The v/c ratio values in the OHP are used to assist in the planning phase to identify future system

⁹ Emergency/Natural Disaster projects may not be required to comply with all 3R design standards, as the main goal of these projects is to reopen compromised sections of highway, and projects are often designed to, at a minimum, meet design standards of the pre-emergency condition. However, it is important that permanent repairs should incorporate current design standards that do not materially change the function or character of the facility.

¹⁰ On or along the state highway.



deficiencies; the HDM v/c ratio values provide a mobility solution that corrects those previously identified deficiencies and provides the best investment for the State over a 20-year design life.

Table 3. 20-Year Design Mobility Standards (Volume/Capacity [V/C] Ratio)

| Highway Category | Land Use Type/Speed Limits | | | | | |
|---|------------------------------|------|---|--|-------------------------------|-------------|
| | Inside Urban Growth Boundary | | | | Outside Urban Growth Boundary | |
| | STAs | MPO | Non-MPO outside of STAs where non-freeway speed limit <45 mph | Non-MPO where non-freeway speed limit >=45 | Unincorporated Communities | Rural Lands |
| Interstate Highways and Statewide (NHS) Expressways | N/A | 0.75 | 0.70 | 0.65 | 0.60 | 0.60 |
| Statewide (NHS) Freight Routes | 0.85 | 0.75 | 0.70 | 0.70 | 0.60 | 0.60 |
| Statewide (NHS) Non-Freight Routes and Regional or District Expressways | 0.90 | 0.80 | 0.75 | 0.70 | 0.60 | 0.60 |
| Regional Highways | 0.95 | 0.85 | 0.75 | 0.75 | 0.70 | 0.65 |
| District/Local Interest Roads | 0.95 | 0.85 | 0.80 | 0.75 | 0.75 | 0.70 |

Originally developed in 2020 as a standalone document, the Blueprint for Urban Design, or BUD, has now been incorporated into the HDM. The HDM now includes the six urban contexts that were established to provide design flexibility. The key concepts introduced by the BUD are that urban design:

- » includes urban context in addition to the existing highway classification;
- » highlights and provides flexibility;
- » introduces performance concepts with Practical Design as Performance-Based, Practical Design;



- » starts at the highest level of protection for pedestrians, bicyclists, and other users of the pedestrian and transition cross-section realms¹¹; and
- » provides a focused design documentation process.

Urban contexts as defined in the HDM are based on existing and future land use characteristics, development patterns, roadway classification and connectivity, along with overall community goals and aspirations. The HDM describes ODOT's Urban Design Initiative, which provides principles and guidance that can be used for both planners and engineers in order "to allow flexibility to meet the modal needs of the users in urban communities."

Project Relevance: The ODOT HDM and Blueprint provide design standards and guidance applicable to US 101 and Highway 126. Proposed improvements on these state facilities as part of the Florence TSP update will be informed by the HDM.

ODOT ANALYSIS PROCEDURES MANUAL (2020)

The Analysis Procedures Manual (APM) provides the current methodologies, practices, and procedures for conducting long term analysis of ODOT plans and projects. The APM is generally based on methodologies found in the Highway Capacity Manual (HCM). However, there are many locations in the APM, either because of limitations in the HCM or because of ODOT policies, where the APM recommends different methodologies. Unless otherwise specified in the APM, traffic analyses shall use the current edition of the HCM in effect at the start of the analysis.

Project Relevance: The Florence TSP update will use APM methodology to forecast future transportation growth rates and analyze safety at study intersections and to assess the quality of the pedestrian network and the quality of the bicycle facility inventory (using Bicycle Level of Traffic Stress methodology).

STATEWIDE PLANNING GOALS

The foundation of Oregon's statewide land use planning program is a set of 19 Statewide Planning Goals.¹² The goals express the state's policies on land use and other related topics, such as citizen involvement, housing, and natural resources. Oregon's statewide goals are achieved through local comprehensive planning, including the development and implementation of TSPs.

All of the Statewide Planning Goals have an influence on transportation planning, either directly or indirectly. However only certain Goals directly apply to transportation planning at a local level; the Goals listed in Table 4 are most relevant to the Florence TSP process.

¹¹ Cross-section Realms are described in HDM Section 107.

¹² <https://www.oregon.gov/lcd/op/pages/goals.aspx>



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Table 4: Relevant Statewide Planning Goals to the TSP

| Statewide Planning Goal | Relevancy to the TSP Process |
|---|--|
| Goal 1: Citizen Involvement | Establishes citizen involvement as the primary goal of the land use planning process in Oregon. The Florence TSP process is guided by a robust Public Involvement and Communications Plan that includes public involvement goals, identified affected and interested stakeholder and target audiences, and critical factors that will gauge success. In addition, this project will be guided by a Stakeholder Transportation Advisory Committee that will inform the Florence TSP process throughout the course of the project. |
| Goal 2: Land Use Planning | Establishes a process and policy framework for all decisions and actions related to uses of land; ensures that such decisions and actions are premised on an adequate factual base. Existing and future transportation needs will be based on inventories of existing conditions in Technical Memorandums #3, including existing and planned land uses, as well as improving efficient multi-modal connections to housing, public services, employment areas, and recreational opportunities. |
| Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces | Existing natural resources and environmental features influence the siting, construction, and cost of transportation improvements. Technical Memorandum #3 will provide inventories of these resources as well as illustrate and describe areas within the city that may pose barriers to providing transportation access or improvements. |
| Goal 7: Natural Hazards | The risk of natural hazards affects site selection and alignment decisions and facility design standards. Transportation improvement projects in the cities should avoid natural hazard areas, such as floodplains, to the extent feasible. |
| Goal 9: Economic Development | Addresses the need for a variety of economic opportunities in support of the health, welfare, and prosperity of Oregon’s citizens. The TSP process should be coordinated with current and planned economic development activities. |
| Goal 10: Housing | Cities are required to anticipate ongoing needs for housing, and to provide adequate infrastructure to serve residential uses. Transportation facilities and project prioritization will be based, in part, on the demands generated by current and projected housing needs. |
| Goal 11: Public Facilities and Services | Local governments are required to provide adequate public facilities, including transportation facilities, in a timely and efficient manner. The TSP project update project will coordinate with or consider the provision of other public facilities consistent with adopted plans. |
| Goal 12: Transportation | Requires multi-modal transportation plans that: <ul style="list-style-type: none"> • Are based on factual inventories, • Minimize adverse social, environmental, economic, and energy impacts, • Meet the needs of the transportation disadvantaged, • Facilitate the flow of goods and services, and • Are consistent with related local and regional plans. <p>Goal 12 is implemented through the Transportation Planning Rule (OAR 660, Division 12).</p> |
| Goal 13: Energy Conservation | Land uses must be managed and controlled to maximize the conservation of all forms of energy based upon sound economic principles. In transportation planning, this includes consideration of travel distances and mode share. |
| Goal 14: Urbanization | Requires land within the Urban Growth Boundary to “provide an orderly and efficient transition from rural to urban land use.” Findings of feasibility regarding providing adequate transportation and other public facilities is required for expansion of UGBs. |



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| Statewide Planning Goal | Relevancy to the TSP Process |
|------------------------------|--|
| Goal 16: Estuarine Resources | Requires individual estuary plans to designate appropriate uses for different areas within each estuary based on biological and physical characteristics and features. Proposed estuarine alterations must be reviewed to ensure that they are consistent with overall management objectives and that adverse impacts are minimized. |
| Goal 17: Coastal Shorelands | The management of shoreland areas and resources must be conducted in a manner that is compatible with the characteristics of the adjacent coastal waters. Goal 17 requirements are implemented primarily through local comprehensive plans and zoning. |
| Goal 18: Beaches and Dunes | Local governments are required to inventory beaches and dunes and describe the stability, movement, groundwater resources, hazards, and values of the beach, dune, and interdune areas. Local governments must then apply appropriate beach and dune policies for use in these areas. |

Project Relevance: The TSP update analysis will ensure consistency with the Statewide Planning Goals listed above. The TSP adoption findings will describe how each of the relevant goals are satisfied by the Florence TSP.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (2021-2024)

The State Transportation Improvement Program (STIP) is the four-year programming and funding document for transportation projects and programs on state and regional transportation systems, including federal land and Indian reservation road systems, interstate, state, and regional highways, bridges, and public transit. It includes improvements that have approved state and federal funding and that are expected to be undertaken during the upcoming four-year period. Prior to inclusion in the STIP, projects and programs undergo a selection process managed by ODOT Regions or ODOT central offices, a process that is held every two years in order to update the STIP.

The 2021-2024 STIP includes the following trail project in Florence:

- » [Suislaw estuary trail phase 1](#) – Project number: 22539. This project will construct a new trail starting at the Highway 126 bridge over Munsel Creek and end in the City's Old Town district.

Additionally, there is a pedestrian- and bicycle-focused project that is currently in design:

- » [OR126/US101: Spruce St – Suislaw Riv connect Bay Street](#) – Project number 20239. This project will provide bicycle improvements, pedestrian-scaled lighting, and sidewalk improvements along US 101 between Bay Street and Highway 126, as well as on Highway 126 to Spruce Street.

Project Relevance: The TSP update analysis will take into account projects that are programmed in the STIP. An expected outcome of this planning process is proposed recommendations to amend the STIP to include projects from the updated TSP. Projects recommended in the updated TSP may be eligible for funding through the ODOT Enhance program, which awards funding through a competitive application process.



OREGON STATEWIDE TRANSPORTATION STRATEGY (2013)

The Statewide Transportation Strategy (STS) is a state-level scenario planning effort that examines all aspects of the transportation system, including the movement of people and goods, and identifies a combination of strategies to reduce greenhouse gas, or GHG emissions. The STS identifies a variety of effective GHG emissions reduction strategies in transportation systems, vehicle and fuel technologies, and urban land use patterns. The STS, itself, is neither directive nor regulatory, but rather points to promising approaches for further consideration by policymakers at the national, state, regional, and local levels. The STS contains several distinct strategies, each with potential actions that would help achieve the strategy. Strategies that have a bearing on transportation planning in Florence and the objectives of this planning process include:

- » Strategy 3 – Operations and Technology. Enhance fuel efficiency and system investments, and reduce emissions by fully optimizing the transportation system through operations and technology. The street network can be optimized through deployment of intelligent transportation system (ITS) technology to enhance fuel efficiency.
- » Strategy 7 – Transportation Demand Management. This strategy supports and implements technologies and programs that manage demand and make it easier for people to choose transportation options.
- » Strategy 8 – Intercity Passenger Growth Improvements. This strategy promotes investment in intercity passenger public transportation infrastructure and operations to provide more transportation options that are performance and cost competitive.
- » Strategy 10 – Bicycle and Pedestrian Network Growth. This strategy encourages local trips, totaling twenty miles or less round-trip, to shift from single-occupant vehicles to bicycling, walking, or other zero emission modes.
- » Strategy 13 – Compact, Mixed-Use Development. This strategy promotes compact, mixed-use development to reduce travel distances, facilitate use of zero or low energy modes and transit, and enhance transportation options.

Project Relevance: The TSP planning process will consider the strategies identified in the STS and will ultimately articulate the City of Florence's commitment to reducing GHG emissions in the development of plan recommendations.

TRANSPORTATION PLANNING RULE (OAR 660-012) (LAST UPDATED 2022)

The Transportation Planning Rule (TPR), OAR 660-012, implements Statewide Planning Goal 12: Transportation. The TPR contains numerous requirements governing transportation planning and project development, including the required elements of a TSP. In addition to guiding local plan development, the TPR requires each local government to amend its land use regulations (e.g., development code) to implement its TSP (OAR 660-012-0045). It also requires local government to adopt land use or subdivision ordinance regulations consistent with applicable federal and state requirements "to protect transportation facilities, corridors and sites for their identified functions."

Local compliance with TPR Section -0045 provisions is achieved through a variety of measures, including access control requirements, standards to protect future operations of roads, and notice and coordinated review procedures for land use applications. Local development codes



should also include a process to apply conditions of approval to development proposals, and regulations ensuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities, and performance standards of facilities identified in the TSP.

Section -0060 allows a local government to exempt a zone change from the “significant effect” determination if the proposed zoning is consistent with the comprehensive plan map designation and the TSP. Local governments may amend a functional plan, comprehensive plan, or land use regulation without applying mobility standards (volume-to-capacity or v/c, for example) if the subject area is within a designated multi-modal mixed-use area (MMA).

In July 2022 the Land Conservation and Development Commission adopted Climate-Friendly and Equitable Communities (CFEC) rules in response to Governor Kate Brown's Executive Order 20-04.¹³ The rules amended the TPR and are intended to reduce Vehicle Miles Traveled (VMT) and promote more environmentally friendly mobility options. Outside of Portland Metro, the CFEC rules apply to jurisdictions with populations over 5,000 and within one of the other seven metropolitan areas. These jurisdictions must reduce or eliminate their minimum parking standards, adopt electric-vehicle parking and charging station standards, establish Climate-Friendly Areas,¹⁴ and update their local TSP to comply with the new TPR regulations.¹⁵

Project Relevance: The TPR directs local TSP development and requires specific transportation elements be implemented in the local development ordinance. Local requirements such as access management, coordinated land use review procedures, and transportation facility standards and requirements – consistent with TPR Sections - 0045 and -0060 – are meant to protect road operations, enhance safety, and provide for multi-modal access and mobility. Implementation measures that will be developed with the TSP update may entail proposed amendments to the City's Zoning and Subdivision ordinances to ensure consistency with TPR requirements as well as to reflect draft TSP recommendations. Although Florence is not subject to the CFEC rules, the TSP may consider some of the strategies and requirements in the TPR that will help achieve Florence's climate goals.

OREGON ROADWAY DEPARTURE IMPLEMENTATION PLAN (2017)

Roadway Departures (RwD) are defined by the Federal Highway Administration as a highway accident that “occurs after a vehicle crosses an edge line or a center line, or otherwise leaves the traveled way.” The Oregon Roadway Departure Implementation Plan identifies RwD safety measures. It also identifies the locations, deployment levels, and expected safety benefits of systemic implementation of RwD countermeasures.

Project Relevance: To the extent that the crash data for US 101 or Highway 126 in Florence reveals a significant number of RwD accidents, RwD countermeasures will be considered for Florence TSP Safety projects. In addition, RwD prevention safety policies

¹³ Issued on March 10, 2020, Executive Order 20-04 directs state agencies to reduce climate pollution.

¹⁴ As defined by the Department of Land Conservation and Development, a climate-friendly area is an area where residents, workers, and visitors can meet most of their daily needs without having to drive. They are urban mixed-use areas that contain, or are planned to contain, a greater mix and supply of housing, jobs, businesses, and services. These areas are served, or planned to be served, by high quality pedestrian, bicycle, and transit infrastructure to provide frequent, comfortable, and convenient connections to key destinations within the city and region.

¹⁵ The new TPR sections are found in OAR 660-012-0330(3) through (8) and address: neighborhood circulation, mixed use and commercial districts, slow streets for neighborhoods, auto-oriented land uses, low car districts, and protection of transportation facilities.



and goals may be considered if crash data reveals a high percentage of Rwd-related incidents.

OREGON INTERSECTION SAFETY IMPLEMENTATION PLAN (2012)

Oregon's Transportation Safety Action Plan (TSAP) includes an overall goal of reducing the roadway fatality rate, and the Oregon Intersection Safety Action Plan seeks to advance this goal by offering a systematic approach of cost-effective countermeasures for moderate- to high-crash intersections. The Plan provides a comprehensive analysis of intersection types and their historic crash patterns and suggests a suite of countermeasures that may be appropriate for the various intersection types.

Project Relevance: The Florence TSP should evaluate the countermeasures presented in the Oregon Intersection Safety Action Plan and their applicability for moderate- and high-crash intersections in Florence. Appropriate countermeasures may be considered for TSP intersection and safety projects.

OREGON BICYCLE AND PEDESTRIAN SAFETY IMPLEMENTATION PLAN (2014)

The Oregon Bicycle and Pedestrian Safety Implementation Plan includes a systematic analysis of bicycle and pedestrian safety of Oregon's highway network. This analysis includes a comprehensive review and evaluation of bicycle and pedestrian crash data across Oregon. Based on the results of the bicycle and pedestrian crash analysis, the Plan provides a countermeasure selection process for high-risk locations for bicycle and pedestrian crashes. The Plan's analysis and results are intended to update the Oregon Highway Safety Improvement Plan (HSIP) project selection process for bicycle and pedestrian safety projects.

Project Relevance: The Florence TSP process will consider the methods and results from the Oregon Bicycle and Pedestrian Implementation Plan when evaluating bicycle and pedestrian safety issues in Florence. The TSP will also consider the countermeasures provided from the Plan to help determine the appropriate improvements and interventions for bicycle and pedestrian safety projects.

OREGON COAST BIKE ROUTE PLAN (2022)

The Oregon Coast Bike Route (OCBR) Plan identifies opportunities for improvements to US 101 and other facilities that will benefit people traveling along the Oregon Coast, including recreational and multi-day trip users as well as residents and those making short trips.

The Plan shows US 101 as the existing primary route through Florence. The Plan also shows Heceta Beach Road and Rhododendron Drive as new alternative route options that offer lower traffic volumes and travel speeds than US 101. The Plan identifies two critical needs and corresponding short- and long-term solutions in the city, including:

- » **21 Florence:** The bike lane ends when it reaches downtown Florence, causing a higher level of stress for people biking. At this location, the highway is 4 to 5 lanes wide with on street parking and many access points.
- » **Short-term Solutions:** Provide signs leading into Florence that remind people to share the road with people biking and reconfigure road to provide bike lanes consistent with the 2019 ReVision Florence Improvements.



- » **Long-term Solutions:** Evaluate opportunities to calm traffic and improve comfort for people biking in Florence.
- » **22 Florence (Siuslaw River Bridge):** With 2 lanes and no shoulder or bike lane, this bridge and its approach is a barrier for people biking. It is approximately 1,800 feet long, which takes about 1 minute and 40 seconds to cross at 12 mph. This major bridge is unlikely to include space for biking unless it is completely reconstructed.
- » **Short-term Solutions:** Provide signs leading to the bridge that remind people to share the road with people biking, provide flashing beacon lights to indicate when people are biking on the bridge, consider advisory speed signs when the flashing beacons are activated, and improve the approach on north end of the bridge with new pavement.
- » **Long-term Solutions:** Coordinate with the Oregon Coast Trail to potentially build a separate bike and pedestrian bridge.

Programs and services to support and promote the OCBR include the following: route maintenance; camping and bike stations; wayfinding; route planning tools; bike parking; transit and shuttle connections; interpretive opportunities; and speed and safety enforcement and education (including ODOT's Safety Education Campaign). The plan recommends a variety of partnerships that could include ODOT, local jurisdictions, Oregon Parks and Recreation Department (OPRD), economic development organizations, and private businesses to implement these programs and services. The plan also outlines 14 potential funding sources for infrastructure, program, and services funding.

Project Relevance: The Florence TSP process will consider the findings and recommendations in the OCBR when evaluating bicycle and pedestrian needs in Florence and consider the potential funding sources identified in the Plan.

OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION (2021)

The Oregon Standard Specifications for Construction provide the construction and design guidelines for all ODOT construction projects. ODOT contractors must follow practices that are consistent with the specifications included in the Specifications manual.

Project Relevance: Planned projects that involve facilities under ODOT or the City of Florence's¹⁶ jurisdiction will ultimately need to construct pursuant to the applicable design specifications included in the Oregon Standard Specifications for Construction. The required specifications for a specific improvement may also help determine project timelines and cost estimates.

TSP GUIDELINES (2020)

The TSP Guidelines were created to assist local jurisdictions in the preparation and update of city and county Transportation System Plans and Regional Transportation System Plans (RTSPs). The guidelines have helped cities, counties, and metropolitan planning organizations develop plans that meet local needs and comply with state regulation and policy direction, including applicable elements of the TPR, the OTP, and associated mode and topic plans, such as

¹⁶ The City of Florence also includes additional standard details that are specifically applicable to the City.



meeting the OHP's Mobility Policy 1F. The TSP Guidelines have been periodically updated to reflect various State modal plan updates; an update is planned for 2023 that will address the most recent TPR updates.

Project Relevance: The Florence TSP process will reflect the phases and steps that are outlined in the Transportation System Plan Guidelines. As needed, the TSP planning process will also account for any revisions to the Guidelines that are intended to incorporate any TPR amendments or other modal plan updates that occur during this project.

Regional Plans

LANE COUNTY COMPREHENSIVE LAND USE PLAN UPDATE (2009)

The Lane County Rural Comprehensive Plan applies to all unincorporated lands within the County and guides planning outside of the Urban Growth Boundaries of incorporated cities in the County. The goals and policies in the Plan align with Oregon's Statewide Planning Goals. For example, Goal 12 of the Plan is Transportation, which includes policies to ensure that the transportation system in unincorporated portions of the County is coordinated with County land use planning. In this way this local plan functions as the implementation mechanism for the State's land use planning program in Lane County.

Project Relevance: Transportation forecasting will be based on the population figures that are coordinated between Lane County and the City. City transportation policy should be consistent with County policy, in particular in areas related to population, urbanization, land use and housing, and transportation. One of the outcomes of this TSP update will be updated City policies that support the recommendations and implementation of the updated TSP; to the extent these policies intersect with County needs and objectives, an outcome of this project may be recommended County policy amendments.

LANE COUNTY TRANSPORTATION SYSTEM PLAN (2018)

The Lane County TSP was last updated in 2018. The TSP includes 12 goals that are categorized between *Guiding Principles*, *System Design*, and *Implementation*, as shown in Figure 2.

Figure 2: Lane County TSP Goals





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The TSP includes a number of projects throughout the County with associated cost estimates. Projects were identified through a Roadway Health Tool, an evaluation criteria score, and community and stakeholder input. The selected projects were placed into four categories:

- » Currently funded – projects that are not constructed but have secured funding
- » Financially constrained – transportation solutions that are reasonably expected to receive funding by 2036
- » Illustrative Projects – projects not likely to receive funding within the project timeline horizon, but have County and ODOT support
- » Bridge projects – bridges identified in the County that are in need of repair and are either structurally deficient or functionally obsolete

Of the hundreds of projects identified for the County, five identify the City of Florence as an agency partner or would be located within the Florence UGB. These projects include:

- » US 101 from 15th Street to Redwood Street (Currently Funded Project #73) – Construct pedestrian crossings with flashing beacons at three locations in Florence.¹⁷
- » Rhododendron Drive from Florence City Limits to Heceta Beach Road (Financially Constrained #119) – Construct to local road standards and an off-street multi-use path facility.¹⁸
- » Heceta Beach Road from US 101 to Rhododendron Drive (Illustrative Project #63) – Construct bike lanes along the entire length of Heceta Beach Road.¹⁹
- » US 101/Munsel Lake Road Intersection (Illustrative Project #74) – Install traffic signal when warranted.
- » Munsel Lake Road from US 101 to North Fork Siuslaw Road (Illustrative Project #107) – Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.

Project Relevance: The Florence TSP will ensure that updated goals and policies do not conflict with the goals and policies of the Lane County TSP. Moreover, relevant TSP projects will be coordinated with the County and projects identified from the County TSP that are in Florence will be revisited and updated accordingly.

LANE COUNTY PARKS AND OPEN SPACE MASTER PLAN (2018)

The Lane County Parks and Open Space Master Plan provides guidance for managing the approximately 4,364 park acres across the County. The Plan process identified three core priorities that informed identification of needed improvements and investments:

- » An accessible water-based system

¹⁷ This project has been completed since the 2018 Lane County Transportation System Plan was adopted.

¹⁸ This area has transferred to the City of Florence's jurisdiction since the 2018 Lane County Transportation System Plan was adopted. The City is a co-sponsor for a Community Paths Grant to complete a refinement plan for a portion of Rhododendron Drive

¹⁹ IBID



- » Nature based recreation
- » Connected trail-based recreation

Based on the community priorities, several goals, policies, and recommendations were developed to guide plan implementation. In addition, the Plan provides a series of recommended parks improvements and strategic partnerships that includes an investment strategy for the planning horizon.

Project Relevance: Trails and active transportation elements of the Florence TSP will plan for connections to parks and recreational opportunities, including the County facilities within the City – Harbor Vista County Campground and Park and Heceta Beach County Park. The TSP update process will consider goals, policies, and projects that can support access to parks, trails, and regional natural amenities that are in the Florence UGB, such as river and beach access at Harbor Vista, as well as connections to recreational opportunities in the County. The TSP update will be an opportunity to ensure that access to County and regional parks is coordinated between Florence and Lane County.

LANE COUNTY BICYCLE MASTER PLAN (2022)

The Lane County Bicycle Master Plan is an amendment to the County's Transportation System Plan and that focuses on prioritizing limited resources towards improving bicycle connectivity and safety in rural County areas.

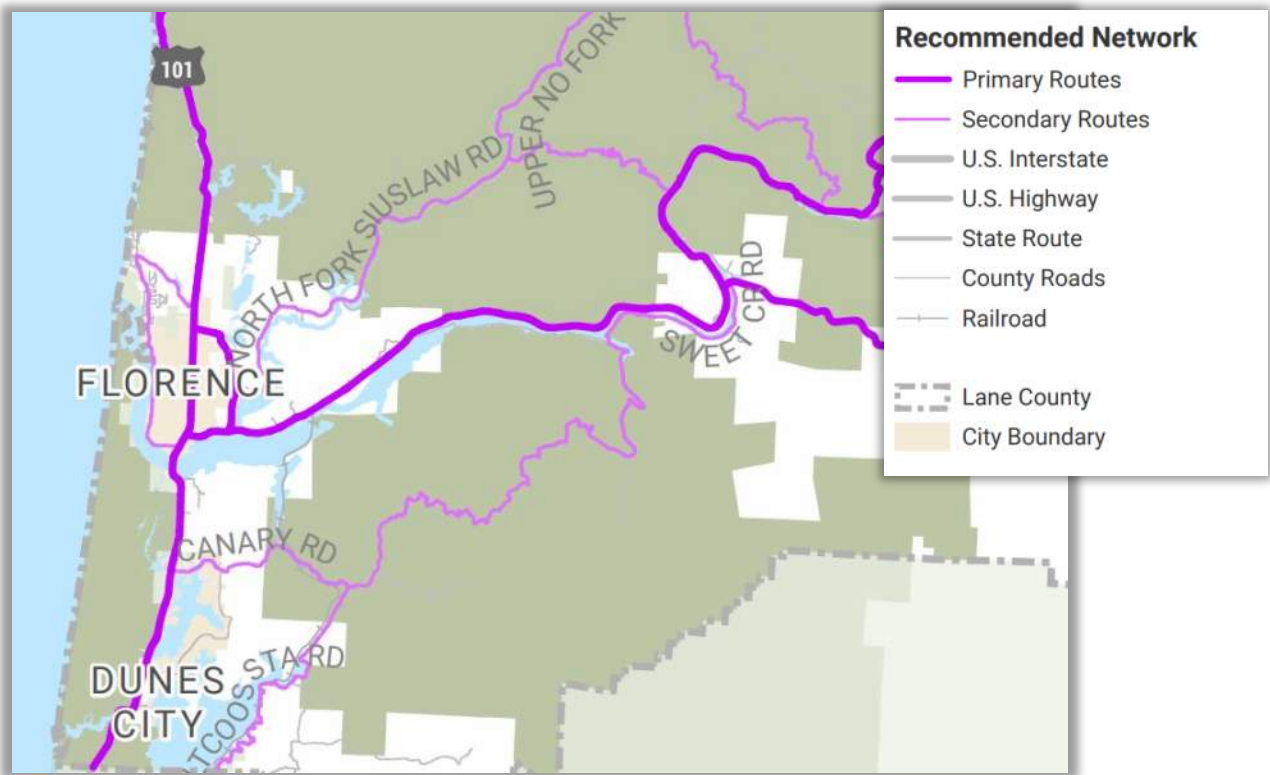
The Bicycle Master Plan identifies recommended bicycle network routes in parts of Florence. Together, with the routes identified throughout the County, provide access to high-demand destinations. The Plan identifies Primary Routes and Secondary Routes.

- Primary routes provide the most direct, paved bicycle routes between jurisdictions, populated areas, and other major destinations. Where possible, the Plan gives facility recommendations that provide the highest degree of physical separation between vehicle traffic and bicyclists.
- Secondary routes are lower-stress alternatives to primary routes and may also provide less direct, unpaved, and/or recreational experiences.

Figure 3 shows the Primary and Secondary Routes for the Florence area.



Figure 3: Lane County Bicycle Master Plan Bicycle Network



Project Relevance: The Lane County Bicycle Master Plan identifies primary and secondary routes in Florence and provides general recommendations for facility improvements depending on the network classification. The Florence TSP update will be consistent with policy direction provided in the Bicycle Master Plan.

LANE COUNTY CLIMATE ACTION PLAN

The Lane County Climate Action Plan is part of a multi-stage effort from the County towards identifying sources of and mitigating impacts from greenhouse gases (GHG) emissions. The plan follows high impact practices that are recognized for having the biggest reduction in GHG emissions. It identifies strategies where the County can act, support, or convene.

The Strategies in the Climate Action Plan are organized into broad categories, one of which is transportation. The transportation strategies, in order of their emission mitigation potential, include, the use of electric vehicles, renewable R99 diesel, mass transit, and active commutes or telecommutes.

Relevant Lane County strategies that are applicable to the Florence TSP update include:

- » Encourage utilities and cities to continue to support electrification of transportation using incentives and waiving fees for charging infrastructure.
- » Work with Travel Lane County, cities, utilities, and other organizations to ensure that destination charging is available throughout Lane County.



- » Convene cities and transit providers to ensure that county-wide needs are being met.
- » Support cities when they apply for grants and state and federal funding to expand active transportation infrastructure.
- » Encourage cities to adopt land use policies that reduce the need for single-occupancy vehicle trips including developing 20-minute neighborhoods, transit-oriented development, and looking at ways to improve infrastructure for transit service.
- » Ensure that cities throughout Lane County work towards expanding active transportation and telecommuting processes.

Project Relevance: The Climate Action Plan provides direction to Lane County for reducing GHG emissions. This includes supporting and encouraging local cities like Florence with efforts to also reduce GHG emissions. The Florence TSP update will consider and incorporate as appropriate the direction provided in the Climate Action Plan.

THE CONFEDERATED TRIBE OF THE COOS, LOWER UMPQUA, AND SIUSLAW INDIANS COORDINATED TRIBAL TRANSIT PLAN

The Confederated Tribes of the Coos, Lower Umpqua, and Siuslaw Indians ("Tribe") provide tribal transit service within the Tribe's service area within Coos, Douglas, Lane, Curry, and Lincoln counties. The Confederated Tribes Coordinated Tribal Transit Plan ("Plan") will guide the development and operations of the Confederated Tribes Tribal transit program. The Plan's primary objectives are to coordinate an accessible transit system for the community with a specific focus on the elderly, disabled and low income, as well as to promote collaboration between the Tribe and other local transit systems and communities. The Plan identifies service and programming gaps and provides implementation options to address the various gaps. Those implementation options include:

1. Expand the existing Community Health Representative (CHR) service in the Health and Human Services Department to include transit coordination
2. Purchase and operate 1 bus and provide training to CHR
3. Update Tribal transit policy and procedures to include all Tribal members
4. Evaluate the program after 1 year and determine what modifications are needed and report on ridership and on success of negotiations with existing service providers
5. Determine whether to operate the service through ODOT or through the Federal Transit Authority or both.
6. Develop Bike/Ped facilities where appropriate and feasible

Project Relevance: The Tribe provides free bus service between the Three Rivers Casino and Hotel in Florence and Springfield, Eugene, Veneta, and Mapleton on Mondays, Thursdays, Fridays, and Saturdays. The Plan's Recommended Tribal Transit Program includes an option to expand weekend service to the Florence area. The TSP should coordinate with the Tribe and explore project options to support Tribal transit service to the community.

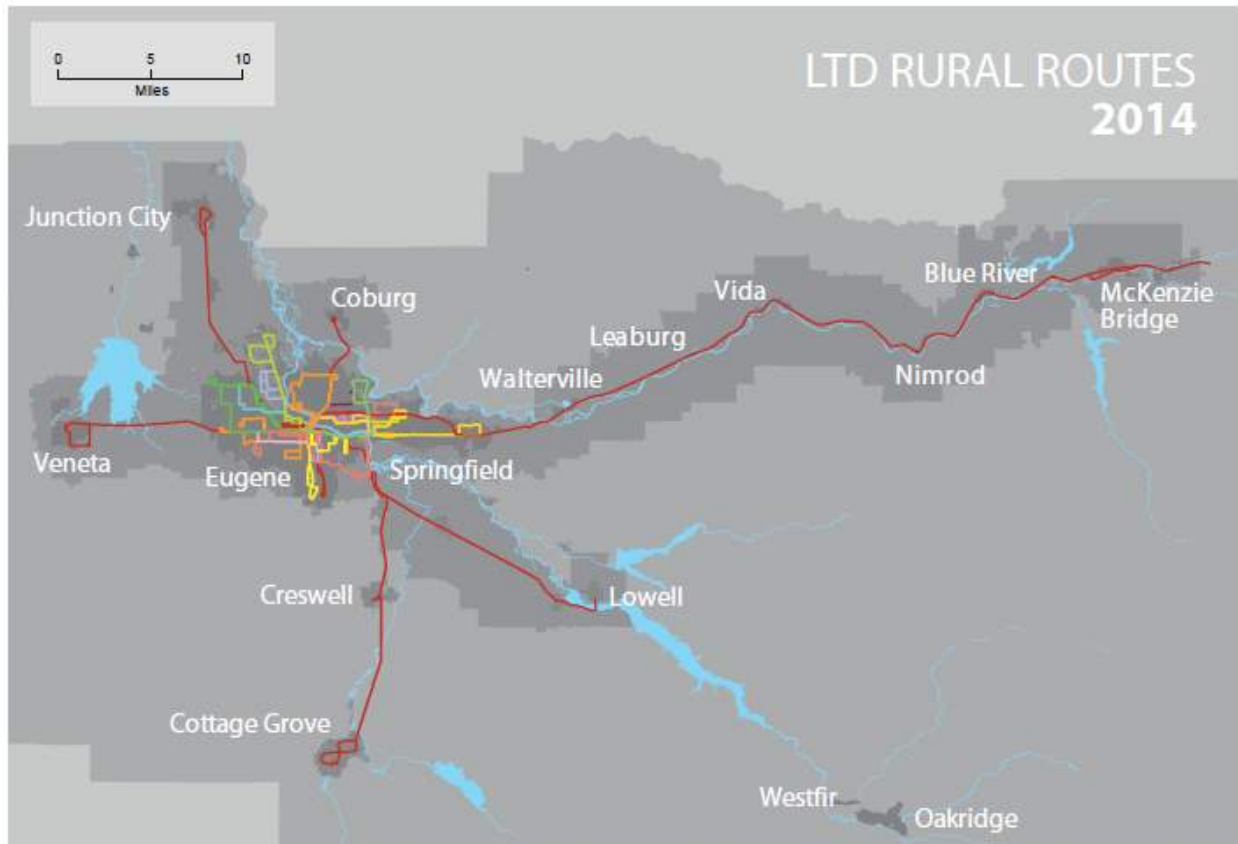


LANE TRANSIT DISTRICT (LTD) LONG RANGE TRANSIT PLAN

The Long-Range Transit Plan (LRTP) affords LTD the opportunity to develop a framework that establishes goals, policies, and strategies to meet the long-term (20-year) transit service needs of the community.

LinkLane offers daily bus service between Eugene and Florence, with stops in Veneta, Mapleton and at Three Rivers Casino, as well as Monday through Saturday service between Florence and Yachats. The Rhody Express provides transportation around Florence and is part of the Lane Transit District.²⁰ The most recent update to the LRTP does not include the Rhody Express.

Figure 4: Lane Transit District Bus Route Map²¹



Project Relevance: The TSP update will reflect the current transit service within Florence and will identify needed transit-related improvements within the City and/or needed future planning studies.

²⁰ Lane Transit District, Rhody Express: https://www.ltd.org/system-map/route_901/

²¹ The Lane Transit District Bus Route map reflects service at the time the Lane Transit District Long Range Transit Plan was adopted. Lane Transit District has added a pilot bus service program between Florence and Eugene since the plan's adoption.



Local Plans

FLORENCE REALIZATION 2020 COMPREHENSIVE PLAN

The Florence Realization 2020 Comprehensive Plan ("Plan") establishes a land use planning and policy framework to guide community planning decisions. The City's TSP implements Chapter 12 of the Plan – Transportation. Chapter 12 includes 13 goals and a number of policies, many of which direct that the City's TSP be consistent with and coordinated with other State, County, and City plans and policies.

Several other Plan chapters and their associated goals and policies involve transportation, such as the need for transportation facilities and services to coordinate with and adequately serve the City's land uses (Chapter 2). Plan objectives include promoting a transportation system that supports energy conservation and pollution reduction (Chapters 13 and 8, respectively), among several other Plan elements.

Project Relevance: The TSP update process will evaluate existing transportation goals and policies as to whether they are still applicable and accurately reflect existing and future community needs. In addition to updated goals and policies, implementation of the TSP may prompt other policy-level changes in areas related to transportation, including providing public facilities, economic development, and land use.

TRANSPORTATION SYSTEM PLAN

The current Florence TSP was adopted in 2012 and is intended to guide the management and implementation of the transportation facilities, policies, and programs within the urban area over the next 25 years. The adopted TSP followed a similar process to the one that will be used for this TSP update and included review of relevant plans and policies, robust community involvement, an inventory of transportation facilities, and a resulting set of transportation projects.

TSP Goals and Policies were incorporated into Chapter 12 of the Florence Realization Comprehensive Plan. TSP project categories were identified for local, collector and arterial roads, intersections, multi-use paths and trails, transit services and improvements, and pedestrian facilities. The TSP includes cost-estimates and outlines potential funding sources for implementation. As shown in Appendix B and C of the TSP, a set of City Code and Comprehensive Plan amendments were also adopted to comply with the Statewide Transportation Planning Rule (TPR) and to support implementation of the identified TSP projects and other community goals and objectives identified through the TSP process.

Project Relevance: The TSP update process will consider the goals, objectives, policies, standards, and recommended projects from the 2012 TSP to determine what needs to be retained and carried forward or changed for inclusion in the updated TSP. This planning process will update recommended transportation improvement projects for all modes, based on existing and projected needs. Updated data, stakeholder and community involvement, and evaluation criteria will be used in making these recommendations.

FLORENCE ZONING ORDINANCE

Florence City Code Title 10 is the City's Zoning Ordinance. The Zoning Ordinance implements the land use policies in the Florence Comprehensive Plan; it regulates uses within the City and



establishes standards for development. The operation, maintenance, and repair of existing transportation facilities and construction of new transportation facilities identified in the TSP are permitted in all zones without land use review (FCC 10-2-12). Key development standards are summarized below.

Pedestrian and Bicycle Design Standards and Access and Circulation

Chapter 36 – Public Facilities – includes requirements and standards for pedestrian and bicycle facility design and installation. FCC 10-36-2-5 – Right-of-Way and Street Sections – includes improvement, installation, and design standards for sidewalks and bicycle lanes. Pedestrian access and circulation are addressed in FCC 10-35-3, which includes requirements for new developments to install sidewalks along street frontages. This Section also includes standards and requirements for walkway/multi-use path design, and access and circulation standards for site layouts and design. The City also requires site circulation plans to accommodate pedestrian and bicycle connections through large sites and connections to other, adjacent sites (FCC 10-35-2-9).

Block Standards

The Public Facilities Chapter includes requirements for block length and perimeter (FCC 10-36-2-10). Blocks in residential and commercial zones must be between 100 feet and 600 feet in length, and the perimeter cannot exceed 1,400 feet.

Access Management and Connectivity

Requirements and standards for driveway and access spacing standards, intersection separation, driveway design, joint and cross access, and vision clearance are all included in Chapter 35 – Access and Circulation. In addition, the City has provisions for multi-use path connections to allow mid-block connectivity and connections between cul-de-sacs and adjacent development or streets/paths (FCC 10-36-2).

Vehicle and Bicycle Parking

Off-street parking standards in Chapter 3 include provisions for shared parking and bicycle parking. Requirements specify the number of parking spaces required as well as basic design elements for bicycle parking. Chapter 3 also includes vehicle parking design standards, loading area standards and requirements, and provisions to allow off-street parking reductions, including proximity to transit service.

Transit Facilities

FCC 10-35-4 requires development other than single-family and duplexes to provide a direct pedestrian route to nearby transit stops as a part of the site circulation plan. In addition, this Section includes transit facility improvement standards, such as transit stop shelters and lighting.

Traffic Study Requirements

The Zoning Ordinance includes threshold criteria for when a Traffic Impact Study (TIS) will be required as part of a development application (FCC 10-1-1-4-E) and the requirements for the TIS (FCC 10-35-2-5). City code language authorizes the City to condition approval as necessary to meet the operational and safety standards of the existing and planned the transportation system.

Project Relevance: Amendments to the Florence Zoning Ordinance will be considered as part of the implementation phase of the TSP update project. Proposed amendments will address consistency with the TPR and will implement recommendations in the updated



TSP. Consistency will need to be ensured between requirements in Title 10 and the updated TSP.

HOUSING NEEDS AND ECONOMIC OPPORTUNITIES ANALYSES (2017)

The Florence Housing Needs Analysis and Economic Opportunities Analysis determines the City's Urban Growth Boundary (UGB) land needs for housing and employment on a 20-year planning horizon. The housing and employment needs are based on population growth forecasts for the City and County as well as employment growth forecasts. The Housing Needs Analysis also includes a Buildable Lands Inventory (BLI) to determine the amount of vacant and redevelopable land that is available for housing and jobs growth.

The population within the Florence UGB is expected to grow to about 12,500 by 2037 according to the analysis completed in 2017.²² Based on projected population growth and other housing and market trends, the analysis estimates a need for 1,624 dwelling units over the next 20 years, including 764 owner-occupied units, 597 rental units, and 263 short-term rental units. In addition, the Analysis estimates a need for 858 single-family detached homes, 145 manufactured units, 265 townhome/duplex units, and 357 multi-family units. To accommodate needed housing needs, the City will need approximately 231 buildable acres of residential land. The BLI findings estimated approximately 1,200 buildable acres within the Florence UGB, which is sufficient to accommodate the residential land needs within the UGB.

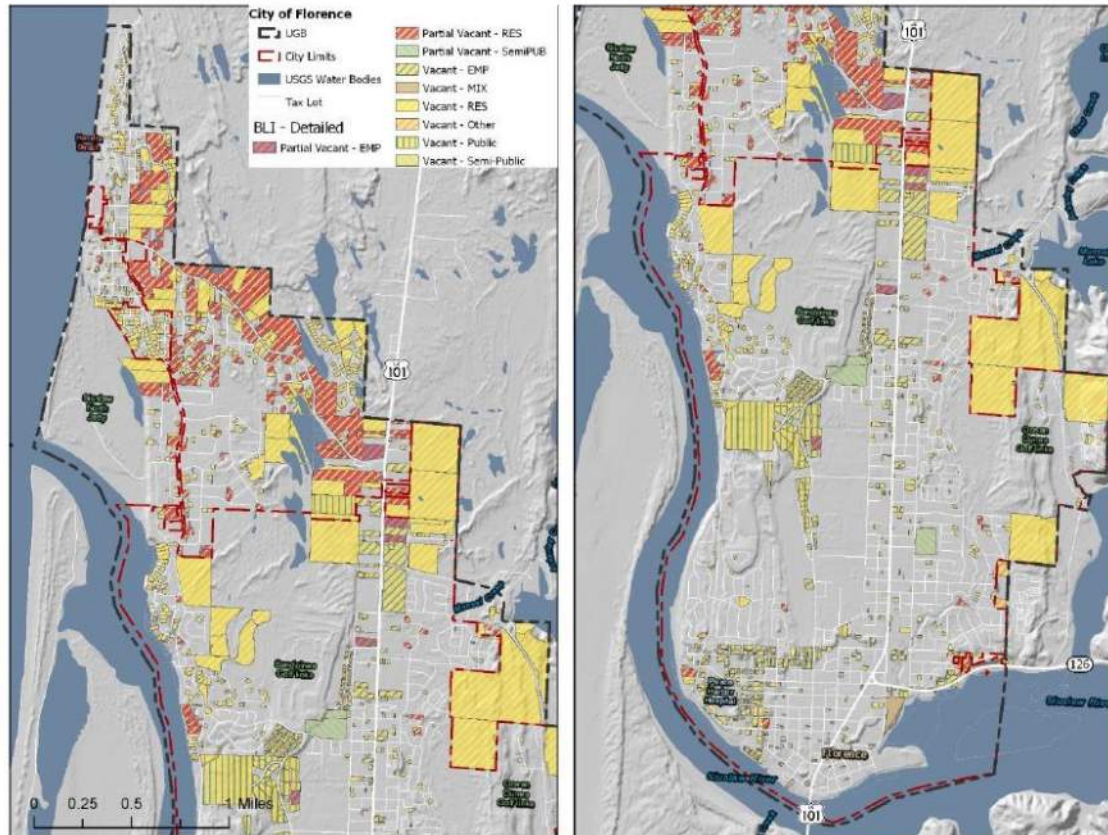
The Economic Opportunities Analysis estimates employment growth of 1,286 new jobs over the 20-year planning horizon. It estimates a need of about 55 acres of buildable land to accommodate the projected job growth and notes that the total estimated 1,200 acres of buildable land within the City's UGB is enough to accommodate employment needs in addition to the forecasted housing needs. The results of the Buildable Lands Inventory are illustrated in the Figure 5.

²² Note, the more recent PSU population projections summarized below indicate the population to reach 13,350 by the year 2040.



Figure 5: Florence Buildable Lands Inventory Results (2017)

Florence Vacant Land Inventory



The analysis informed a number of recommended housing goals, objectives, and policies for adoption into the City's Comprehensive Plan. Similarly, the analysis supported recommendations for new Comprehensive Plan economic development goals, objectives, and policies.

Project Relevance: Housing and job growth explored in the 2017 analysis identified where future growth is expected to occur and confirmed that future growth can be accommodated within the City's current UGB. Transportation demand modeling conducted as part of the TSP update will help determine transportation facility and service needs, and ultimately project identification, to serve future residents and access existing and future jobs. Updated TSP goals and policies and implementing code amendments will need to be consistent with the Comprehensive Plan Housing and Employment elements.

POPULATION PROJECTIONS

The Portland State University (PSU) Population Research Center provides population forecasts for every Oregon city. The most recent PSU population estimate for the Florence UGB was conducted in 2021. The estimates are based on historic population patterns and demographic trends, economic, market, and housing trends, and other more localized and regional conditions that affect population trends. The current population estimate for the UGB is 11,182,



and the estimated population within City limits is approximately 9,600. The UGB is expected to grow to approximately 13,350 by 2040 and continue to increase to about 16,214 people by 2060. The UGB population is expected to grow by about 19% over the next 20 years, and by about 45% over the next 40 years, which translates to an annual growth rate of around 1% per year. This growth rate is slightly lower than the City's growth rate over the last 20 years, as the City's population has grown by about 32% since 2000 (population 7,263), which is about 1.6% annual growth.

Project Relevance: Similar to housing and job growth projections, the City's population projections will inform anticipated travel demand. Travel demand forecasts in turn will help with identification for needed facility improvements and TSP projects to accommodate projected growth.

CURRENT AND PAST BUDGET FOR TRANSPORTATION

The Florence 2021-2023 Biennium Budget outlines the City's financial plan, July 2021 to June 2023. The City adopted a total budget of \$71,880,100 for the biennium, an increase of approximately 20% as compared to the 2019-2021 Biennium.

Transportation-related funds include special revenue funds for maintenance and construction of streets, sidewalks, bike paths, trails, lighting, airport-related funds, and public works facilities maintenance and improvements. Budget goals and work plan items for transportation include the completion of a Safe Routes to School project,²³ construction and realignment of multi-use paths along sections Rhododendron Drive, TSP update support, and several other street/road maintenance and repair projects. Revenue forecasts for streets/transportation project a total of 7% increase from the previous year. The total budget for transportation and streets is about \$9.1 million, which has increased by about 5% from the previous Biennium. The full budget summary for streets is shown in Figure 6.

²³ The Safe Routes to School project has been completed since the 2021-2023 Biennium Budget was adopted.



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Figure 6: Budget Summary for Streets/Transportation

| Budget: | | | | | | | |
|--|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| | 2016-17 | 2017-19 | 2019-21 | 2019-21 | 2021-23 | 2021-23 | 2021-23 |
| | Actual | Actual | Budget | BTD | Proposed | Approved | Adopted |
| Beginning fund balance | 411,722 | - | 194,600 | 561,987 | 129,200 | 129,200 | 129,200 |
| Current year resources | | | | | | | |
| Intergovernmental | 1,879,158 | 1,240,219 | 2,542,000 | 1,496,127 | 5,134,500 | 5,134,500 | 5,134,500 |
| Franchise fees | 50,250 | 129,409 | 163,000 | 172,809 | 188,000 | 188,000 | 188,000 |
| Charges for services | 333,764 | 809,924 | 870,000 | 923,701 | 976,100 | 976,100 | 976,100 |
| Miscellaneous | 9,167 | 50,901 | 4,200 | 12,322 | 4,800 | 4,800 | 4,800 |
| Transfers | - | 228,000 | 480,000 | 471,667 | 180,000 | 180,000 | 180,000 |
| Debt proceeds | 500,000 | - | 4,500,000 | - | 2,500,000 | 2,500,000 | 2,500,000 |
| Total current year resources | 2,772,339 | 2,458,453 | 8,559,200 | 3,076,625 | 8,983,400 | 8,983,400 | 8,983,400 |
| Total resources | 3,184,061 | 2,458,453 | 8,753,800 | 3,638,612 | 9,112,600 | 9,112,600 | 9,112,600 |
| Expenditures | | | | | | | |
| Personnel | 67,546 | 145,050 | 171,600 | 146,948 | 139,400 | 139,400 | 139,400 |
| Materials and services | 261,173 | 550,189 | 1,345,500 | 1,240,680 | 1,390,300 | 1,390,300 | 1,390,300 |
| Capital outlay | 2,778,174 | 376,245 | 6,440,000 | 1,823,567 | 6,062,700 | 6,062,700 | 6,062,700 |
| Transfers | 267,800 | 662,000 | 520,600 | 339,941 | 773,900 | 773,900 | 773,900 |
| Debt service | 115,251 | 156,986 | - | - | - | - | - |
| Total expenditures | 3,489,943 | 1,890,470 | 8,477,700 | 3,551,137 | 8,366,300 | 8,366,300 | 8,366,300 |
| Other requirements | | | | | | | |
| Contingency | - | - | 276,100 | - | 746,300 | 746,300 | 746,300 |
| Total other requirements | - | - | 276,100 | - | 746,300 | 746,300 | 746,300 |
| Total expenditures and other requirements | 3,489,943 | 1,890,470 | 8,753,800 | 3,551,137 | 9,112,600 | 9,112,600 | 9,112,600 |

In addition to the Streets/Transportation funding, \$180,000 from SDC revenues are being transferred to the Street Fund to finance portions of Rhododendron Drive from Wildwinds to 35th Street improvements. The total airport budget is about \$1.1 million, which is about double the budget from the previous Biennium. Staffing resources for transportation-related projects/programs include funds for the Community Development (Planning) Department (\$1.1 million) and the Public Works Department (\$3.8 million).

Project Relevance: The transportation projects included in the Florence 2021-2023 Biennium Budget will help inform TSP project identification and costs. Near-term projects planned in the updated TSP will be consistent with the transportation projects and funding from the City's Budget.

WATER SYSTEM MASTER PLAN UPDATE (2011)

The Water System Master Plan Update (WSMP) provides the City with information and guidance for management and protection of the municipal water system within its water service boundary. The WSMP also provides design specifications for water system facilities and planning-level cost estimates, both of which are intended to support planning and budgeting for future water system improvements. The WSMP is on a 20-year planning horizon, and the service area is entirely within City limits.



Project Relevance: Needed TSP projects identified as part of this update project should be located and designed to ensure there are no challenges or conflicts with City water utilities and facilities. The TSP project team will need to coordinate with the City's Public Works Department to help ensure that conflicts between transportation projects and the water system are avoided, as well as to identify opportunities to time major capital projects for cost effectiveness and to minimize disruptions.

WASTEWATER COLLECTION SYSTEM MASTER PLAN (2013)

The Wastewater Collection System Master Plan ("Plan") was most recently updated in 2013. The Plan update was intended to evaluate the City's wastewater collection system and plan and budget for wastewater system improvements, particularly in areas where the City is likely to expand within the current district boundary. The Plan includes recommended improvements to existing wastewater facility deficiencies as well as future facility and system expansions. Identified improvements and repairs were incorporated into the City's Capital Improvement Program (CIP).

Project Relevance: As with other capital projects, identified TSP projects will need to be planned in such a way that conflicts between transportation projects and the wastewater system are avoided, and where possible, coordinated with wastewater facility improvements where certain locations and alignments overlap.

STORMWATER MANAGEMENT PLAN (2000 AND UPDATED DECEMBER 2018) AND STORMWATER DESIGN MANUAL (2011)

The City's Stormwater Management Plan (SWMP) provides recommendations to minimize flooding, improve water quality, and protect the region's aquifer and natural resources. The recommendations inform the City CIP, which includes stormwater collection rates and fees that help fund stormwater facility improvements and construction. In addition, the SWMP recommended stormwater development standards and criteria to be incorporated into the City's Development Code.

The City's Stormwater Design Manual (SWDM) builds upon the SWMP by providing design specifications for stormwater facilities, with a particular focus on Best Management Practices (BMP) "Green Street" elements and other green infrastructure practices. The SWDM also provides recommended Code updates, specifically to the City Stormwater Code (Title 9, Chapter 5). The SWDM is largely modeled off of the Portland Stormwater Management Plan, with some customization for Florence to account for unique aspects of the region's hydrology, geology, and other specific community needs.

Project Relevance: The stormwater improvements identified in the CIP will need to coordinate with TSP projects that are incorporated into the CIP. Specifically, identified TSP projects will need to ensure there are no challenges or conflicts with City stormwater facilities. The TSP project team will need to coordinate with the City's Public Works Department to help ensure that conflicts between transportation projects and the stormwater system are avoided. In addition, certain TSP projects may be coordinated with stormwater facility improvements, particularly where a stormwater facility and transportation facility share the same right-of-way. TSP policies and projects can also support stormwater management policies and goals by promoting Green Streets and other stormwater BMPs in the design and construction of certain transportation facilities.



Finally, any transportation-related City Code amendments recommended to implement the updated TSP will need to be consistent with stormwater Code standards and requirements.

PARKS AND RECREATION MASTER PLAN (2011)

The Florence Parks and Recreation Master Plan ("Plan") implements the community's goals for parks and recreation in the Florence UGB on a 20-year horizon (2011-2030). The Plan also provides technical and policy analyses for parks that are incorporated into the Comprehensive Plan and CIP. Plan objectives include:

- » Establish local guidelines for park planning and development
- » Recommend locations for future parks, trails, and open space
- » Identify funding options and strategies for parks and parks programming
- » Update parks and trails Level of Service
- » Propose parks/open space Comprehensive Plan policies and new projects to improve existing parks facilities or develop new facilities.

The Plan includes goals, objectives, and strategies to support trails and bicycle/pedestrian connectivity and access. Specifically, Goal 1 – Provide an Interconnected Trail System – includes objectives to adopt a trail development plan, develop bike lanes and multi-use paths identified in the TSP, adopt bike/pedestrian facility design standards, and develop a trails system that provides access to various community services and destinations. In addition, Goal 4 – Recreation Facility Development – includes strategies to improve and connect nature trails, such as providing interpretive signage, improving access between nature trails and parks, and coordinate with other agencies to incorporate interpretive/educational signage along trails in natural areas.

The Plan includes an assessment of community needs based on extensive engagement activities. Community members indicated that trail development was the most needed recreation resource, including more trail connectivity, improved access to open spaces for non-motorized users, and nature interpretation and signage in open spaces along the trail network.

The Plan also includes an inventory of the existing and planned trails, as shown in Figure 7. The Plan further documents the characteristics and general description of the Munsel Creek Bike Path, 12th Street Path, Ivy Street Path, and 29th Street Path. A brief description of trails on privately owned land is also provided, specifically for trails in Florentine Estates and Park Village Southern Open Space.



Figure 7: Florence Parks and Trails Classification

| | Park | Type | Dev. Acres or Linear Miles | Undev Acres or Linear Miles |
|----|-------------------------------|----------------|---------------------------------------|--|
| 17 | Munsel Creek Bike Path | Trail | .53 | -- |
| 18 | Ivy St. Path | Trail | -- | .17 |
| 19 | 12 th St. Path | Trail | -- | .56 |
| 20 | 29 th St. Trail | Trail | .29 | -- |
| | Linear / Mileage Total | 4 sites | .82 | .73 |

Plan recommendations include a list of priorities for each park and trail, as shown in Figure 8. In addition to these priorities, the Plan recommends the City provide a Paths and Trails brochure and develop a Comprehensive Trail Plan (both High Priority). A number of funding sources are also listed to support these recommendations, including State Bicycle Funds, Recreation Trail Grants, and other local financing strategies.

Figure 8: Trail Recommendation Priorities

| Site Facility | Project Description | Priority | | |
|----------------------|---|-----------------|---------------|-------------|
| | | Low | Medium | High |
| Munsel Creek Path | Research ways to discourage vandalism and transients | ■ | | |
| | Add More benches | ■ | | |
| | Waste receptacles (needs to be bear proof) | ■ | | |
| | Extend path south to Gallaghers Park | ■ | | |
| | Extend path north through Munsel Greenway Park to Munsel Lake Boat Ramp area (need to acquire right-of-way) | | | ■ |
| | Overlay/repave path | | | ■ |
| | Develop more access points | | ■ | |
| | Improve natural light access & safety by thinning the overhead tree canopy | | | ■ |
| | Add mileage markers | | ■ | |
| | Add interpretive signage for native vegetation | ■ | | |
| | Replace Spruce St bench and Bones' bench | | ■ | |



| | | | | |
|---|---|--|--|--|
| 29 th St. Path | Overlay path, bank stabilization, reconstruct | | | |
| | Redesign & construct 29 th and Spruce St. pedestrian barrier (connection to sidewalk) | | | |
| | Signage to Munsel Greenway Park | | | |
| 12 th St. Path | Complete the project from Rhody to Munsel Creek Bike Path | | | |
| | Add trail amenities such as petwaste stations (at trail heads), benches, and signage | | | |
| Rhododendron Dr. Multi-Use path | Segments as funding and development partnership(s) are available | | | |
| Munsel Greenway Connection | Extend Munsel Greenway trail north to Munsel Lake Rd. | | | |
| Estuary Trail | Planning, land acquisition, development | | | |
| Three Mile Prairie | Acquire west & east access, signage, wayfinding, parking, restrooms – partner with County | | | |
| Munsel Creek Spruce St. Trail head area | Research potential of adjacent land west of Spruce St. for courtyard or other recreational use for neighboring underserved senior housing facilities (Area 8) | | | |
| Trail System | Develop various trails both connector and in parkland as grant opportunities and other funding sources are secured (Oak Street corridor) | | | |

Project Relevance: The TSP will revisit the recommended trail/pathway and parks access-related improvement projects and assess necessary additional improvements to meet future needs. In addition, TSP goals and policies will need to reflect or be consistent with relevant Parks Plan goals and policies (e.g., trails improvements and parks access policies). The updated TSP will also evaluate funding strategies for TSP projects, including those that are parks or trails related.

DOGAMI FLORENCE TSUNAMI EVACUATION MAPPING ANALYSIS

In 2018, the Oregon Department of Geology and Mineral Industries (DOGAMI) analyzed pedestrian tsunami evacuation routes along Coastal Lane County.²⁴ The analysis modeled a variety of factors, including the tsunami hazard zone, local elevation gradients, road and trail/pedestrian network, land cover and land use, and average walking speeds to determine the shortest paths to safety (in walking time) in the event of a tsunami. The results of this analysis were used to inform subsequent tsunami evacuation planning, routing, and mapping efforts, as illustrated in the Figure 9 below.

Researchers with Oregon State University and the University of Alabama developed a methodology for siting locations for tsunami vertical evacuation shelters.²⁵ Similar to the DOGAMI analysis, the travel time is the primary factor in determining the optimal locations for a tsunami

²⁴ Florence Tsunami Evacuation Mapping Analysis: <https://www.ci.florence.or.us/planning/florence-tsunami-evacuation-analysis-mapping-project>

²⁵ Park, Sangki, et al. "Method to determine the locations of tsunami vertical evacuation shelters." *Natural hazards* 63.2 (2012): 891-908.



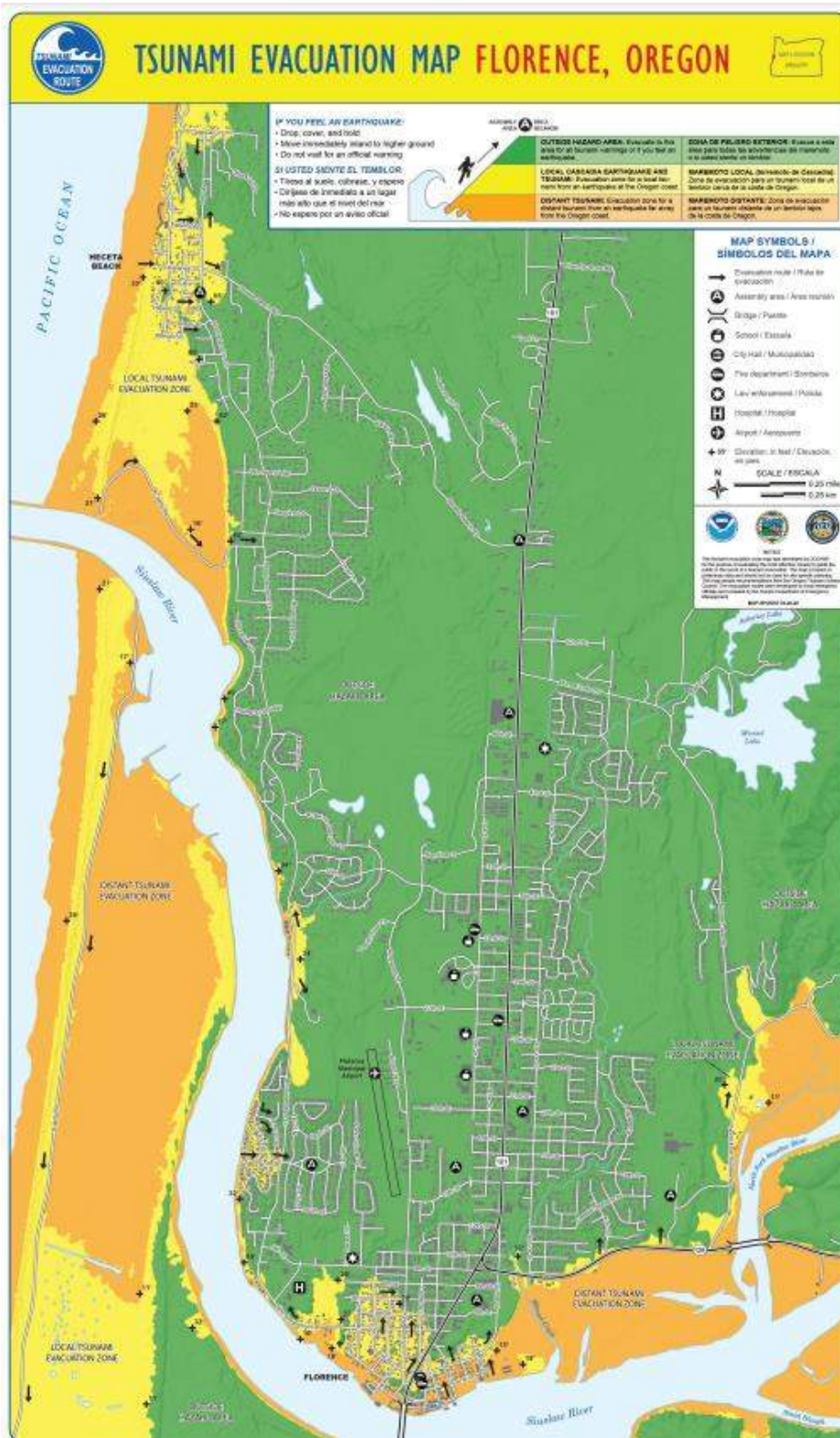
CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

shelter. Therefore, transportation facilities play a crucial role in supporting safe and timely evacuation for residents to escape tsunami hazard areas.



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Figure 9: Florence Tsunami Evacuation Map





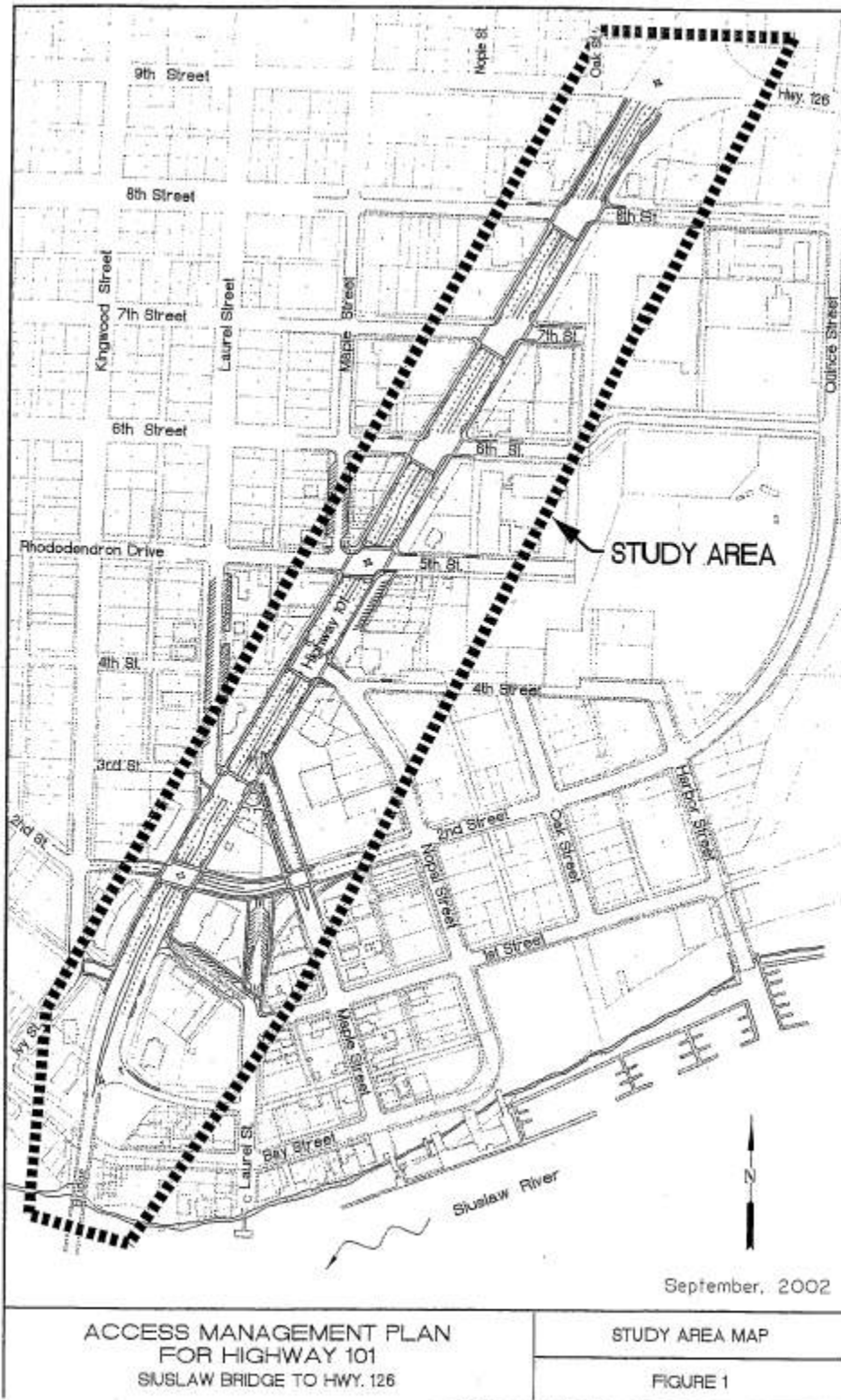
Project Relevance: The TSP process will consider tsunami evacuation routes and gathering/shelter locations in developing the future transportation system and prioritizing projects. TSP projects that are located on or near evacuation routes should consider improvements that can help facilitate safe and efficient mobility to higher elevations and shelter areas. Further, identified TSP projects should avoid any types of improvements that risk functioning as physical barriers or a hindrance to evacuation routes and processes.

HIGHWAY 101 ACCESS MANAGEMENT PLAN (2002)

The Highway 101 Access Management Plan ("Plan") identifies access control measures and management strategies to maintain safe and efficient operation of the portion of Highway 101 in Downtown Florence. Specifically, the access management measures apply to the north end of the Siuslaw River Bridge to the Highway 126 and 9th Street intersection, and it includes one block on each side of the corridor, as shown in Figure 10.



Figure 10: Access Management Plan Study Area





The Plan notes that the State Highway access spacing standards are impractical for the current conditions of the study area section. OAR 734-051-0360 encourages cities and jurisdictions to develop access management plans in areas where highway segments are unable to meet the State's access spacing standards due to current land use patterns and existing driveway and intersection locations.

The Plan identifies seven access management strategies to improve the operations and safety of the Downtown Florence section of Highway 101. Those strategies include the following:

- » Driveway removal, shared driveways, and relocation of driveways
- » Parking improvements
- » Curb extensions
- » Pedestrian refuge islands
- » Intersection approach realignment
- » Signalization
- » Improvements to connections to parallel routes

Project Relevance: Recommended local transportation projects and access management-related goals and policies should support and be consistent with ODOT's access management objectives along US 101. The TSP update will evaluate the safety and efficiency of the access management strategies and spacing in Downtown Florence and throughout the rest of the City.

FLORENCE COMMUNITY TRANSIT PLAN (2002)

The Community Transit Plan (CTP) provided a ten-year plan for the development of future public transportation services. The CTP profiles transportation providers that existed at the time the plan was developed including:

- » Porter Stage Lines – commercial inter-city fixed bus route from Eugene to Florence on Highway 126, and Florence to Coos Bay on Highway 101
- » Greyhound Bus Lines – commercial inter-city fixed bus routes on Highway 101. There is one Greyhound Bus stop in Florence.
- » Several specialized social/medical service providers, including Friends of Florence, Senior Companion Program, and Rural Escort Program, among others. These services are mostly door-to-door and intended for seniors or people with special needs.

Based on analysis of existing conditions, robust community engagement, and a detailed transit needs assessment, the CTP outlines several long-term goals, including establishment of a combination transit service (dial-a-ride plus fixed route), tourist shuttles, public transit service to Eugene, regional transit connections to the north, south, and east of Florence, and potential formation of an independent transit district. Many of the regional services would supplement or fill gaps from the existing region routes at the time.



The CTP also identifies potential funding sources, which includes grant funding from the Federal Transit Administration, the Nonurbanized Area Formula Transit Grants, ODOT Funding, local funding sources, and several other sources. The Plan further outlines proposed routes, schedules and service logistics, operating budgets, and projected revenue.

Since the adoption of the CTP, the City of Florence and Lane Transit District have partnered to establish a local public transportation provider – the Rhody Express.²⁶ As discussed in the State Transit Plan review, the Rhody Express has two fixed routes that serve North and South Florence. The 2012 Florence TSP update amended some of CTP goals and policies to reflect current conditions and future needs, including a specific goal to expand the Rhody Express services.

Project Relevance: The updated TSP's transit element will reflect existing local and regional transit services such as the Rhody Express, Yachats Connector, the Link Lane to Eugene, and Pacific Crest Bus Lines. In addition, the TSP will update the public transportation/transit-related goals and policies to reflect existing transit services and current and expected future community and regional transit needs. The TSP will also identify the need for new transit improvement projects, service improvements, programming, and funding sources, which may ultimately lead to a recommendation to update the CTP.

AIRPORT MASTER PLAN UPDATE (2010)

The Florence Airport Master Plan (AMP) and Airport Layout Plan (ALP) was created in cooperation with the Federal Aviation Administration (FAA) in 2010. The AMP includes the following:

- » An assessment of existing facilities and activities
- » A forecast of airport activity measures for a 20-year planning horizon
- » Current and future facility requirements to meet local/regional needs and to conform to FAA design standards
- » Updates to the Airport Layout Plan, airspace plan, and land-use plan for the airport²⁷
- » An Airport Capital Improvement Program that prioritizes improvements and estimates project costs

Project Relevance: The City of Florence Municipal Airport is part of the City's transportation system; updated TSP goals and policies will be consistent with the AMP. The TSP project list may include the projects from the AMP that have not been completed, or improvements to roadways accessing the airport. Airport officials may need to be consulted on whether any pending AMP projects need to be updated, including updated project costs.

DOWNTOWN IMPLEMENTATION PLAN (1999)

The purpose of the Florence Downtown Implementation Plan ("Plan") is to revitalize downtown and surrounding areas as the primary cultural, tourist, commercial, and community core for

²⁶ Rhody Express: <https://www.ci.florence.or.us/boardsandcommissions/new-rhody-express-route>

²⁷ Note that the 2019 Florence Airport Property Plan is the latest airport layout plan that shows all the property associated with the airport: <https://www.ci.florence.or.us/airport/florence-airport-property-plan-exhibit>.



Florence. Many of the goals, objectives, and priorities of the Plan include main street and streetscape improvements for the Highway 101 Corridor through Downtown Florence. These include the following:

- » Improvements to make the area more pedestrian friendly
- » Access improvements to Old Town
- » A parallel route to Highway 101 on 2nd and Quince
- » A downtown Green to serve as the gateway and center of a new main street on Highway 101

Some of the specific priority improvements identified to meet the goals of the Plan include striping for on-street parking, acquiring and improving nearby parking lots, establishing an estuary trail to connect the Boardwalk and Munsel Creek Bike Path, and increasing sidewalk width and lighting to improve the pedestrian experience in downtown. The Plan goes into further detail on specific improvements, design treatments and elements, funding sources, and the timeline for the specific Plan goals and priorities.

Project Relevance: The TSP will consider Plan priorities and the need for identified projects and improvements. TSP goals and policies will be consistent with the Plan and TSP projects may include updated versions of Plan projects that have not been completed.

WETLAND AND RIPARIAN INVENTORY (2013)

The City of Florence Local Wetland Inventory (LWI) is an update to the 1996 Local Wetland and Riparian Inventory. The inventory includes identification, mapping, and habitat and water quality evaluations for wetlands and riparian resources in the UGB and surrounding areas. The LWI follows State guidelines for inventorying wetlands and aquatic resources, and it serves as the basis for establishing State Planning Goal protected resources, including Goal 5 for significant natural resources and Goal 17 for coastal resources.

Project Relevance: Local and State policies and regulations for protecting aquatic resources identified in the LWI will influence transportation project location, selection, and design. TSP projects will need to account for any potential impacts to wetlands, riparian areas, or estuary resources, which may include measures to avoid the natural resource areas or mitigate unavoidable impacts and detailing associated costs.

APPENDIX B: TECH MEMO #2: GOALS, OBJECTIVES, AND EVALUATION CRITERIA

TECH MEMO #2: GOALS, OBJECTIVES, AND EVALUATION CRITERIA

Date: March 29, 2023

To: Wendy Farley-Campbell, Shirley Gray, Erin Reynolds, Mike Miller, City of Florence
Michael Duncan, Oregon Department of Transportation

From: Russ Doubleday, Matt Bell, and Susan Wright, PE, PMP, Kittelson & Associates, Inc.

Project: City of Florence Transportation System Plan Update

Subject: Final Tech Memo #2: Goals, Objectives, and Evaluation Criteria

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Introduction

This memorandum presents the goals, objectives, and evaluation criteria that will be used to guide development of the Florence Transportation System Plan (TSP) update. The goals and objectives will help ensure key issues are addressed throughout the planning process while the evaluation criteria will be used to select and prioritize preferred transportation system improvements for the TSP. The goals, objectives, and evaluation criteria will also inform recommendations for policy language that will serve as guidance for future land use decision making, such as approval criteria related to zone change and comprehensive plan amendments.

Background

The Florence Realization 2020 Comprehensive Plan, updated in July 2018, includes 13 goals and 34 policies, as listed below. A review of these goals and policies highlight a focus on land use and transportation planning integration, multimodal facilities and access, environmental and cultural recognition, and emergency preparedness. The 2012 Florence TSP created these goals and policies, and they were incorporated into the Comprehensive Plan.

The City's current transportation goals and policies are included in Attachment A.



Proposed Goals and Objectives

The proposed goals and objectives for the Florence TSP update are described below. According to the Comprehensive Plan, goals are statements of intent that outline the type of community and environment that the city seeks. Stated goals may seem unachievable, but goals are meant to indicate a path for ongoing efforts. Also according to the Comprehensive Plan, objectives are more specific targets for achieving goals.¹

The proposed TSP goals and objectives are based on a review of the existing Comprehensive Plan goals and policies and discussions with City staff about the important issues prevalent in the community and transportation system.

GOAL 1: CREATING A SAFE TRANSPORTATION SYSTEM FOR ALL

Prioritize the safe movement for all users and for all modes within the community along city, county, and state roadways. Minimize crashes and fatalities that occur on the transportation network.

- » Objective 1A: Address known safety issues at locations with a history of fatal or severe injury crashes
- » Objective 1B: Provide safe pedestrian crossings on state highways and at additional locations off state highways
- » Objective 1C: Support roadway improvements that provide safe access for all users, regardless of age, ability, or mode of transportation

GOAL 2: BUILDING FACILITIES THAT SUPPORT ECONOMIC DEVELOPMENT & ARE COST-EFFECTIVE

Build transportation facilities that are suited for the community and its continued economic development. Transportation decisions should balance the needs of the summer peak period and the needs of the year-round population, where those may be in conflict.

- » Objective 2A: Provide convenient access for motor vehicles, transit, bicycles and pedestrians to major activity centers
- » Objective 2B: Design streets, bikeways and walkways to meet the needs of pedestrians and cyclists to promote convenient circulation
- » Objective 2C: Provide the efficient movement of goods, services, and people and maintain City minimum vehicular operating standards
- » Objective 2D: Preserve the function of both US 101 and US 126 for regional traffic while building transportation connections between the City and these highways
- » Objective 2E: Minimize negative impacts of vehicular traffic to existing and future neighborhoods, and to developable and developed commercial and industrial sites

¹ While some Comprehensive Plan elements include objectives, as well as goals and policies, Chapter 12: Transportation does not. TSP objectives can be incorporated into the Comprehensive Plan as part of the implementation phase of this project. Existing transportation policies can also be examined for retention or updating at this later project phase.



- » Objective 2F: Balance the City's strong tourism economy with the transportation related impacts from visitors

GOAL 3: MEETING THE WIDE-RANGING TRANSPORTATION NEEDS OF ALL USERS

Build a transportation system that meets the needs of all users in Florence. Invest in non-automotive transportation modes to help people travel within Florence. Connect neighborhoods to major activity centers without needing to use an automobile.

- » Objective 3A: Create a non-motorized network that has a high degree of comfort (i.e. minimal Level of Traffic Stress)
- » Objective 3B: Close key gaps in the pedestrian or non-motorized system, creating short, easy, and accessible loops within the network
- » Objective 3C: Provide pedestrian or non-motorized connectivity to schools, business districts, transit stops and corridors, and/or parks – including bicycle parking
- » Objective 3D: Promote demand management programs (i.e. incentives to use non-automotive modes, parking management) to reduce single occupancy vehicle trips
- » Objective 3E: Support comfortable and reliable transit service for transit stops and corridors, including (but not limited to) stop amenities, identifying a regional service hub, etc.

GOAL 4: MINIMIZING ENVIRONMENTAL IMPACTS

Support policies and programs that minimize pollution and reduce impacts to the environment and climate change. Recognize that transportation impacts are more likely to be felt negatively by historically marginalized communities.

- » Objective 4A: Minimize the impacts on natural and cultural resources when constructing transportation facilities
- » Objective 4B: Set policies that encourage the use of low-emission transportation modes
- » Objective 4C: Select alternatives which balance the requirements of other goals with the need to minimize air, water, light, and noise pollution
- » Objective 4D: Construct transportation facilities that minimize impacts on natural resources such as streams, wetlands, and wildlife corridors

GOAL 5: ADDING RESILIENCE TO THE NETWORK & PLANNING FOR EMERGENCIES

Create a transportation network that can quickly evacuate residents in the event of a major earthquake and/or tsunami and can build resilience within the community.

- » Objective 5A: Design and construct new transportation facilities that add resilience to the network
- » Objective 5B: Locate new transportation facilities outside the tsunami inundation zones where feasible



- » Objective 5C: Develop transportation facilities that both enhance community livability and serve as tsunami evacuation routes
- » Objective 5D: Coordinate evacuation route and signage planning in conjunction with existing or proposed transportation system plan pedestrian and bicycle route planning efforts
- » Objective 5E: Design streets to efficiently and safely accommodate emergency service vehicles

GOAL 6: COORDINATING WITH LOCAL, REGIONAL, & STATE PARTNERS

Foster good relationships with public and private partners in the common interest of building the city's transportation network.

- » Objective 6A: Ensure consistency with local plans including the Comprehensive Plan, state plans, transit plans, and the plans of neighboring jurisdictions
- » Objective 6B: Ensure consistency with statewide planning documents such as the Transportation Planning Rule, Oregon Transportation Plan, Oregon Highway Plan, and ODOT modal plans
- » Objective 6C: Partner with local, county, and state agencies to invest in a transportation network that meets everyone's needs
- » Objective 6D: Meet the goals and policies laid out in the City's other planning efforts, including the Housing Implementation Plan Project

Evaluation Criteria

The proposed evaluation criteria are based on the proposed goals and objectives. A qualitative process using the evaluation criteria will be used to evaluate potential alternatives and prioritize projects developed through the TSP update. The rating method used to evaluate the alternatives is described below.

Most Desirable: The concept addresses the criterion and/or makes substantial improvements in the criteria category. (+2)

Desirable: The concept addresses the criterion and/or makes improvements in the criteria category. (+1)

No Effect: The criterion does not apply to the concept or the concept has no influence on the criteria. (0)

Less Desirable: The concept does not support the intent of and/or negatively impacts the criteria category. (-1)

Least Desirable: The concept does not support the intent of and/or substantially negatively impacts the criteria category. (-2)

At this level of screening, the criteria will not be weighted; the ratings will be used to inform discussions about the benefits and tradeoffs of each alternative. Table 1 presents the evaluation



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criteria that will be used to qualitatively evaluate the alternatives developed through the TSP update.

Table 1: Florence TSP Evaluation Criteria

| Objective | Evaluation Criteria | Evaluation Score |
|--|--|------------------|
| Goal 1 – Creating a Safe Transportation System for All | | |
| Objective 1A | Address known safety issues at locations with a history of fatal or severe injury crashes | (-2 to +2) |
| Objective 1B | Provide safe pedestrian crossings on state highways and at additional locations off state highways | (-2 to +2) |
| Objective 1C | Support roadway improvements that provide safe access for all users, regardless of age, ability, or mode of transportation | (-2 to +2) |
| Goal 2 – Building Facilities that Support Economic Development & are Cost-Effective | | |
| Objective 2A | Provide convenient access for motor vehicles, transit, bicycles and pedestrians to major activity centers | (-2 to +2) |
| Objective 2B | Design streets, bikeways and walkways to meet the needs of pedestrians and cyclists to promote convenient circulation | (-2 to +2) |
| Objective 2C | Provide the efficient movement of goods, services, and people | (-2 to +2) |
| Objective 2D | Preserve the function of both US 101 and US 126 for regional traffic while building transportation connections between the City and these highways | (-2 to +2) |
| Objective 2E | Minimize negative impacts to existing and future neighborhoods, and to developable and developed commercial and industrial sites | (-2 to +2) |
| Objective 2F | Balance the City's strong tourism economy with the transportation related impacts from visitors | (-2 to +2) |
| Goal 3 – Meeting the Wide-Ranging Transportation Needs of All Users | | |
| Objective 3A | Create a non-motorized network that has a high degree of comfort (i.e. minimal Level of Traffic Stress) | (-2 to +2) |
| Objective 3B | Close key gaps in the pedestrian or non-motorized system, creating short, easy, and accessible loops within the network | (-2 to +2) |
| Objective 3C | Provide pedestrian or non-motorized connectivity to schools, business districts, transit stops and corridors, and/or parks – including bicycle parking | (-2 to +2) |
| Objective 3D | Promote demand management programs to reduce single occupancy vehicle trips | (-2 to +2) |
| Objective 3E | Support comfortable and reliable transit service for transit stops and corridors | (-2 to +2) |
| Goal 4 – Minimizing Environmental Impacts & Promoting Equitable Outcomes | | |
| Objective 4A | Minimize the impacts on natural and cultural resources when constructing transportation facilities | (-2 to +2) |



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| | | |
|---|--|------------|
| Objective 4B | Set policies that encourage the use of low-emission transportation modes | (-2 to +2) |
| Objective 4C | Select alternatives which balance the requirements of other goals with the need to minimize air, water, and noise pollution | (-2 to +2) |
| Objective 4D | Construct transportation facilities that minimize impacts on natural resources such as streams, wetlands, and wildlife corridors | (-2 to +2) |
| Goal 5 – Adding Resiliency to the Network & Planning for Emergencies | | |
| Objective 5A | Design and construct new transportation facilities that add resiliency to the network | (-2 to +2) |
| Objective 5B | Locate new transportation facilities outside the tsunami inundation zones where feasible | (-2 to +2) |
| Objective 5C | Develop transportation facilities that both enhance community livability and serve as tsunami evacuation routes | (-2 to +2) |
| Objective 5D | Coordinate evacuation route and signage planning in conjunction with existing or proposed transportation system plan pedestrian and bicycle route planning efforts | (-2 to +2) |
| Objective 5E | Design streets to efficiently and safely accommodate emergency service vehicles | (-2 to +2) |
| Goal 6 – Coordinating with Local, Regional, & State Partners | | |
| Objective 6A | Ensure consistency with local plans including the Comprehensive Plan, state plans, and the plans of neighboring jurisdictions | (-2 to +2) |
| Objective 6B | Ensure consistency with the statewide Transportation Planning Rule | (-2 to +2) |
| Objective 6C | Partner with local, county, and state agencies to invest in a transportation network that meets everyone's needs | (-2 to +2) |
| Objective 6D | Meet the goals and policies laid out in the City's other planning efforts, including the Housing Implementation Plan Project | (-2 to +2) |

ATTACHMENT A: CITY OF FLORENCE EXISTING GOALS AND POLICIES



Existing Goals

1. To create a safe transportation system.
2. To operate transportation facilities at a level of service that is cost-effective and appropriate for the area served.
3. To develop systematic annual maintenance plans for city streets, bike, pedestrian and air facilities.
4. To create a transportation network to support existing and proposed land uses.
5. To meet the needs of land development while protecting public safety, transportation operations and mobility of all transportation modes.
6. To provide a balanced transportation system that provides options for meeting the travel needs of all modes of transportation.
7. To enhance the quality of life for citizens and visitors by providing adequate access to residences, employers, services, social and recreational opportunities.
8. To minimize transportation-related energy consumption by using energy efficient modes of transportation for movement of goods, services and people where possible.
9. To provide economic health and diversity through the efficient and effective movement of goods, services and people.
10. To minimize the impacts on natural and cultural resources when constructing transportation facilities and encouraging use of non-polluting transportation alternatives.
11. To choose transportation facilities which balance the requirements of other transportation goals with the need to minimize air, water and noise pollution.
12. To provide for adequate parking facilities in conjunction with other transportation facilities, as appropriate.
13. To collaborate and coordinate with state, county and other agencies during long range planning efforts, development review, design and construction of transportation projects.

Existing Policies

1. Provide safe transportation all seasons of the year through street standards that require lane widths, curvature and grades appropriate to all weather conditions.
2. To protect public safety, property owners shall maintain vision clearance in accordance with City standards and the City shall enforce vision clearance requirements.
3. The City shall continue to work with ODOT to provide safe pedestrian crossings of state highways, and to cooperate in the location of additional crosswalks in safe locations.
 - o The City shall utilize the mobility standards in the Oregon Highway Plan for the state highways. Elsewhere within the city, the minimum operating standards at intersections are as follows:
 - LOS "D" is considered acceptable at signalized all-way stop controlled intersections if the V/C (volume/capacity) ratio is not higher than 1.0 for the sum of critical movements.
 - LOS "E" is considered acceptable for the poorest operating approach at two-way stop intersections. LOS "F" is allowed in situations where a traffic signal is not warranted.
 - o Where a facility is maintained by the County, the more restrictive of the City or County standards apply.



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4. The City shall develop systematic annual maintenance plans for streets, bike, pedestrian, and air facilities.
5. The City shall continue to pursue grant and loan funds to supplement local transportation facility funds.
6. The City shall continue to require new development to pay its share of costs of development of, or improvements to, transportation facilities which will serve the proposed development.
7. Development within a City right-of-way, including but not limited to excavation, clearing, grading, utility placement, culvert placement or replacement, other stormwater facilities, and construction or reconstruction of road or driveway approaches, is allowed only upon approval of a city permit.
8. The City shall protect the function of existing and planned transportation systems as identified in the TSP through application of appropriate land use and access management techniques.
 - o Pursuant to the State Transportation Planning rule, any land use decisions which significantly affect a transportation facility shall ensure that allowed land uses are consistent with the function, capacity, level of service of the facility.
9. Land development shall not encroach within setbacks required for future expansion of transportation facilities. At the time of land development or land division, the City shall require dedication of adequate right-of-way or easements consistent with the adopted TSP in order to achieve connectivity; maintain adequate street widths, bikeways and walkways; and to accommodate transit facilities.
 - o New development and redevelopment shall accommodate on-site traffic circulation on the site. For new development and redevelopment, "backing out" maneuvers onto all streets shall be avoided for uses other than single-family and duplex homes. "Backing out" maneuvers shall also be avoided for new single-family and duplexes accessing arterial and collector streets.
10. Access to and from off-street parking areas shall be designed to prevent backing onto a public street (other than an alley), except for single-family duplex dwellings are exempt.
 - o ODOT has authority to manage access to the state highway system. Where property abuts a state highway or is served by a private approach on a state highway, the City will work with ODOT to ensure coordinated and consistent application of applicable State and City policies.
11. The City shall provide an inter-connected trail system as directed in Comprehensive Plan Chapter 8 policy and shown in the TSP Project Maps.
 - o The City shall consider the potential to establish or maintain bikeways and/or walkways or provide access to coastal waters (ocean, estuary, and lakes) prior to vacating any public easement or right-of-way.
12. Convenient access for motor vehicles, transit, bicycles and pedestrians shall be provided to major activity centers, including public buildings and schools, the hospital, shopping areas, parks, and places of employment.
13. Streets, bikeways and walkways shall be designed to meet the needs of pedestrians and cyclists to promote safe and convenient bicycle and pedestrian circulation within the community. To promote bicycling and walking, marked bicycle lanes and sidewalks are required on all arterial and collector streets (other than those collectors identified as scenic drives) when those streets are newly constructed, reconstructed, or widened to provide additional vehicular capacity. For collector streets that are identified as scenic



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drives, provision shall be made to adequately accommodate bicycles and pedestrians when those streets are newly constructed, reconstructed, or widened to provide additional vehicular capacity.

- Development shall provide adequate on-site circulation for vehicles, buses, bicycles, and pedestrians and shall provide off-site transportation improvements necessary to ensure that the incremental demands placed on the transportation system by the development are met.
14. Streets shall be designed to efficiently and safely accommodate emergency service vehicles.
 - In partnership with the School District, the City shall work toward a safe and convenient transportation system that accommodates school buses; children walking to and waiting at a bus stop; and children walking and riding their bicycles to school.
 - The City shall accommodate local freight traffic accessing the industrial areas along Kingwood Avenue via 9th, 27th, and 35th Streets by maintaining adequate clear street widths (unimpeded by parking or overhanging signs/trees), adequate turning radii, and visibility.
 15. The North, South and East Gateways shall be pursued as soon as funding can be obtained.
 16. The placement of streets shall minimize negative impacts on residential neighborhoods.
 17. City shall cooperate with ODOT to implement the Access Management Plan for US 101 in Downtown Florence and elements of the Florence Downtown Implementation Plan that pertain to US 101.
 18. The City shall encourage demand management programs such as park-and-ride facilities and vanpools to reduce single occupancy vehicle trips, especially to and from Eugene.
 19. The City shall promote the use of telecommunications, transit and rail facilities as energy efficient alternatives to vehicular transport.
 20. The City shall coordinate with the Port of Siuslaw regarding transportation projects that may affect facilities which are operated by the Port or which affect the Port's operations.
 21. The City shall continue to pursue the cooperative effort of coastal cities and counties to bring a natural gas pipeline north on the coast to Florence and other communities.
 22. Design and construction of transportation facilities shall be responsive to topography and should minimize impacts on natural resources such as streams, wetlands and wildlife corridors.
 23. All transportation improvements shall be consistent with the requirements for stormwater in Chapter 11 of the Comprehensive Plan.
 24. As the use of the airport increases, and night operations become a reality, the City shall work with neighboring residential uses to minimize issues of noise and vibration.
 25. The City shall require that noise sensitive land uses (including uses involving sleeping, schools, hospitals, libraries) proposed in the airport noise impact boundary, as shown in Figure 8-1 of the Florence Municipal Airport – Airport Master Plan Update Final Report, provide a noise-abatement strategy to achieve indoor noise level equal to or less than 55 Day-Night Average Noise Level (DNL).
 - The City shall protect current and future viability of the airport and compatibility of land uses through the Public Airport Safety and Compatibility Overlay Zone



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and coordination with the Oregon Department of Aviation and the Federal Aviation Administration.

26. On-site parking for motor vehicles and bicycles is required except in Downtown Districts where some motor vehicle parking can be provided on the street.
27. Bicycle parking facilities shall be provided as part of new development at places of employment, businesses, multi-family residential developments and at public buildings.
28. The City shall notify ODOT of all project proposals and development applications adjacent to state highways or served by a private vehicular approach on a state highway. The City should notify Lane County of all project proposals and development applications adjacent to county roads.
29. The City shall notify ODOT and Lane County of all major development proposals which will generate more than 50 trips during an average peak hour, or more than 500 daily trips, or which require a traffic study.
30. The City shall notify ODOT, DLCD and Lane County of any proposed changes or amendments to this Transportation System Plan.
31. The City shall develop multi-use paths that both enhance community livability and serve as tsunami evacuation routes.
32. The City shall coordinate evacuation route and signage planning in conjunction with existing or proposed transportation system plan pedestrian and bicycle route planning efforts.
33. The City shall locate new transportation facilities outside the tsunami inundation zones where feasible.
34. The City shall where feasible design and construct new transportation facilities to withstand a Cascadia event earthquake and be resistant to the associated tsunami.

APPENDIX C: TECH MEMO #3A: INVENTORY

TECH MEMO #3A: TRANSPORTATION SYSTEM INVENTORY

Date: April 2, 2023

To: Wendy Farley-Campbell, Shirley Gray, Erin Reynolds, and Mike Miller, City of Florence
Michael Duncan, Oregon Department of Transportation

From: Russ Doubleday, Matt Bell, Susan Wright, PE, PMP, Kittelson & Associates, Inc.

Project: City of Florence Transportation System Plan Update

Subject: Draft Tech Memo #3A: Transportation System Inventory

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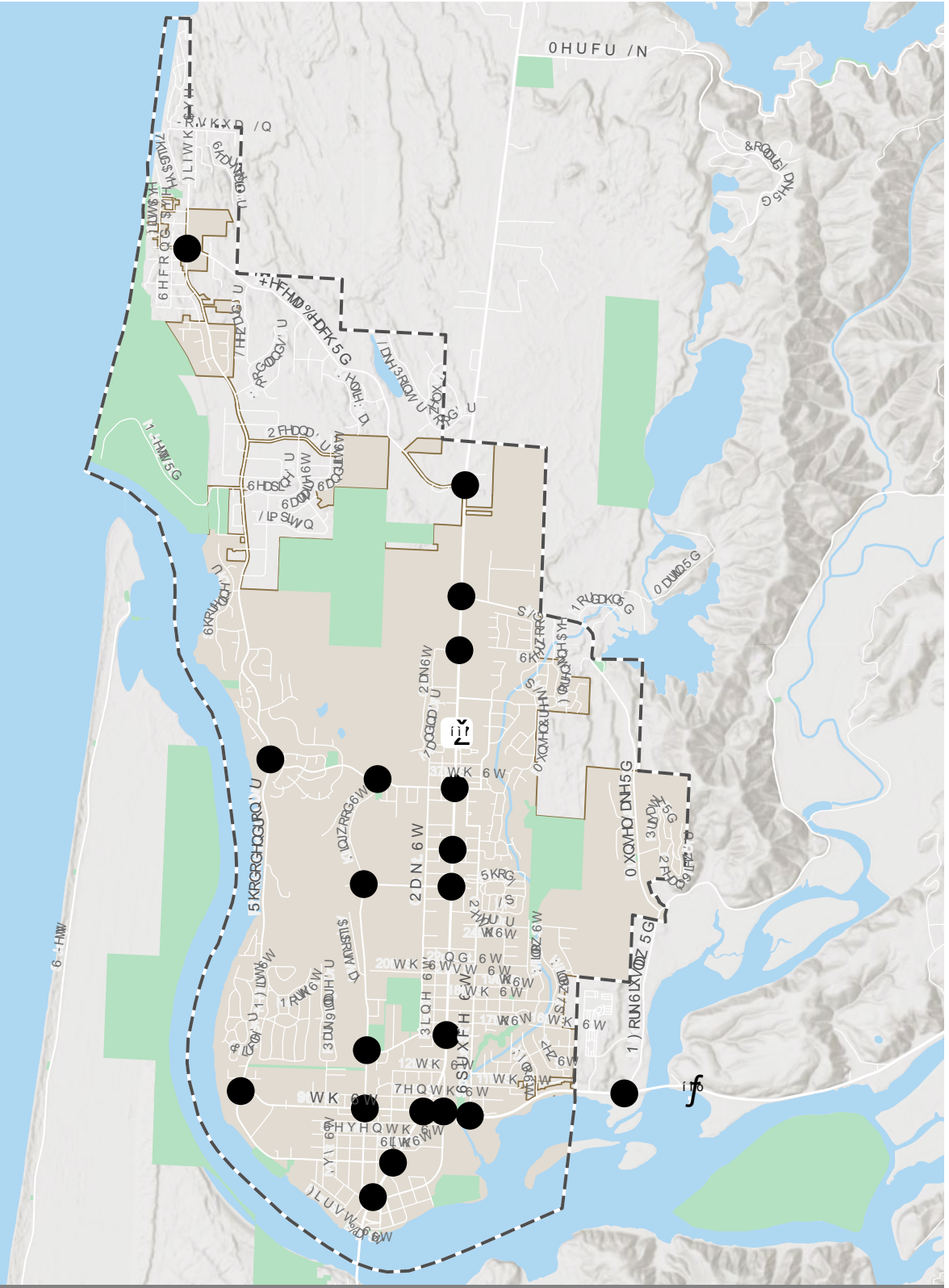
Attachments 44

Introduction

This memorandum provides an inventory of existing transportation facilities and services within Florence. The information provided in this memorandum will serve as the foundation for identifying existing gaps and deficiencies in the transportation system and for evaluating existing and projected future traffic conditions for the Florence Transportation System Plan (TSP) update. *Attachment A* contains the existing land use and population inventory for Florence. The activity center information in *Attachment A* supports the modal system descriptions provided below.

Figure 1 illustrates the study area for the Florence TSP update. The study area consists of all areas within the Florence city limits and Urban Growth Boundary (UGB), although the OR 126/N Fork Siuslaw Road intersection is located outside both the city limits and the UGB. All state and local facilities within the city limits and UGB are addressed in the TSP. The Oregon Transportation Planning Rule (TPR) indicates that the study of roadways and intersections is generally limited to those with the highest classifications (collectors and arterials). However, local street issues, such as street connectivity and safety, are also discussed where appropriate.

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Roadway System Inventory

The roadway system within Florence serves the majority of trips across all travel modes. In addition to motor vehicles, pedestrians, cyclists, transit riders, and others use the roadway system to travel to and from essential destinations and neighboring cities. This section describes the existing Florence roadway system.

The roadway system within Florence was inventoried based on Geographic Information System (GIS) data obtained from Oregon Department of Transportation (ODOT) TransGIS database, as well as a review of recent aerial imagery. The inventory was supplemented by information provided in the 2012 Florence TSP and by information provided by the City and ODOT.

JURISDICTION

Streets within Florence are owned and operated by three jurisdictions: ODOT, Lane County (County), and the City of Florence (City). Each jurisdiction is responsible for determining the functional classification of the streets, defining major design and multimodal features, and approving construction and access permits. Coordination is required among the jurisdictions to ensure that the streets are planned, operated, maintained, and improved to safely meet public needs. Figure 2 illustrates the jurisdiction of streets within Florence. The following summarizes information on the ODOT, County, and City facilities within Florence.

ODOT Facilities

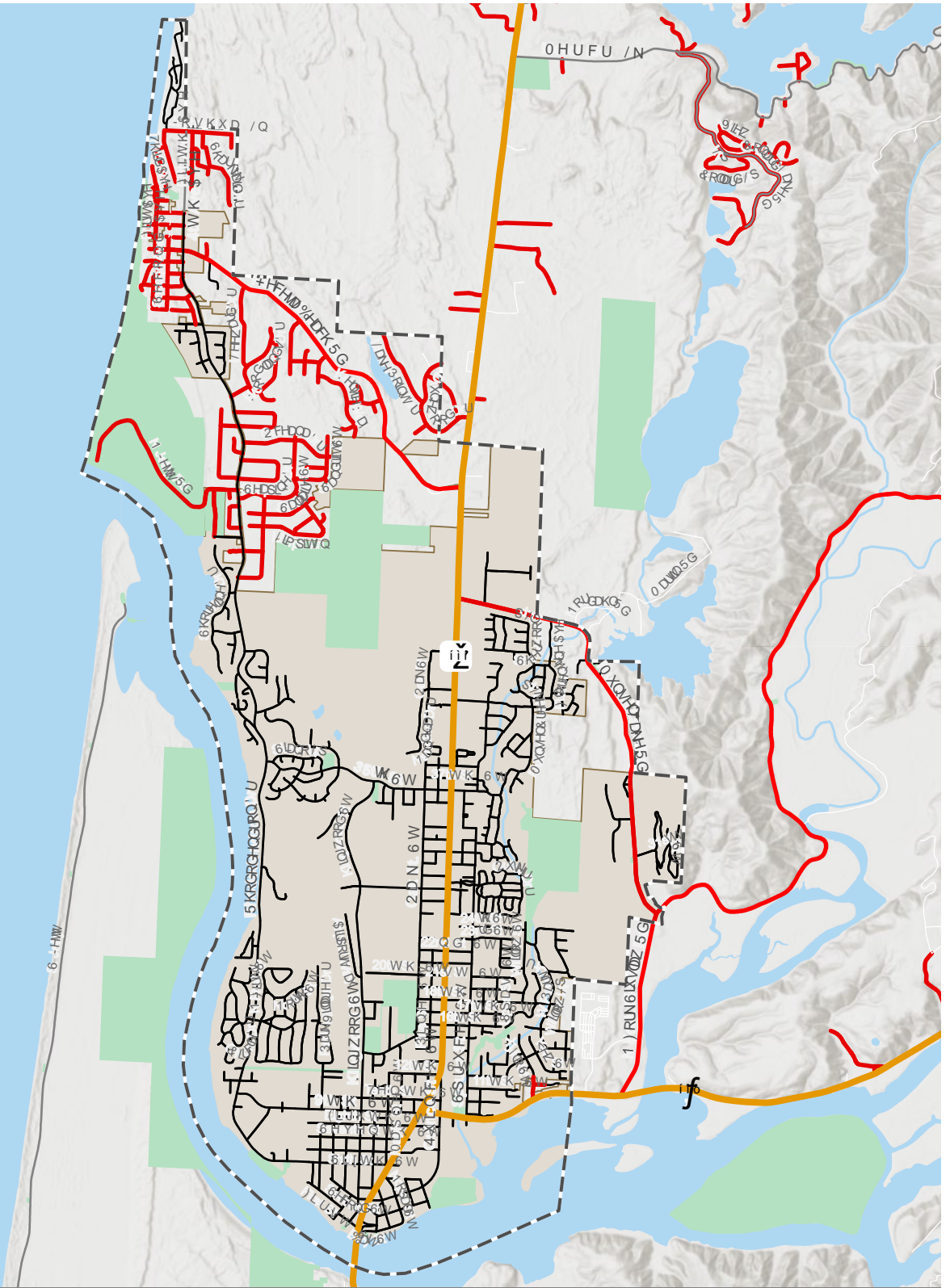
ODOT owns and operates two state highways within Florence: US 101 and OR 126. US 101 is the main north-south route through Florence and connects with OR 126 and other major City and County facilities. US 101 continues to the north and south along the Oregon coastline and connects Florence with Washington and California. OR 126 is the main east-west route to/from Florence and connects with US 101 and other major City and County facilities. OR 126 continues to the east along the Siuslaw River and connects Florence with OR 36 and the City of Eugene.

County Facilities

Lane County owns and operates a few major facilities within Florence, including:

- » Heceta Beach Road
- » Munsel Lake Road
- » North Fork Siuslaw Road
- » Harbor Vista Road (within the campground)
- » N Jetty Road

These roads either provide regional connections (In addition OR 126, Munsel Lake Road provides the only street connection between US 101 and N Fork Siuslaw Road) or provide access to government property (Siuslaw Valley Fire and Rescue, the US Coast Gard Station on the Siuslaw River, and Harbor Vista County Campground and Park).



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City Facilities

The city owns and operates all other major facilities within Florence, including:

- » 2nd Street
- » 4th Avenue (Heceta Beach Rd-Falcon St)
- » 9th Street
- » 15th Street
- » 21st Street
- » 26th Street
- » 27th Street
- » 32nd Street
- » 35th Street
- » 42nd Street
- » 43rd Street
- » 46th Street
- » Bay Street
- » Maple Street
- » Kingwood Street
- » Oak Street
- » Quince Street
- » Redwood Street
- » Rhododendron Drive
- » Spruce Street

Additional information related to the ODOT, County, and City facilities within Florence is provided throughout the remaining sections of this memorandum.

FUNCTIONAL CLASSIFICATION

A roadway's functional classification determines its role in the transportation system, as well as its width, right-of-way dedications, driveway (access) spacing requirements, and types of pedestrian and bicycle facilities provided. Figure 3 illustrates the functional classification of streets within Florence. The functional classification is typically established by a local jurisdiction (city or county) based on the following hierarchy:

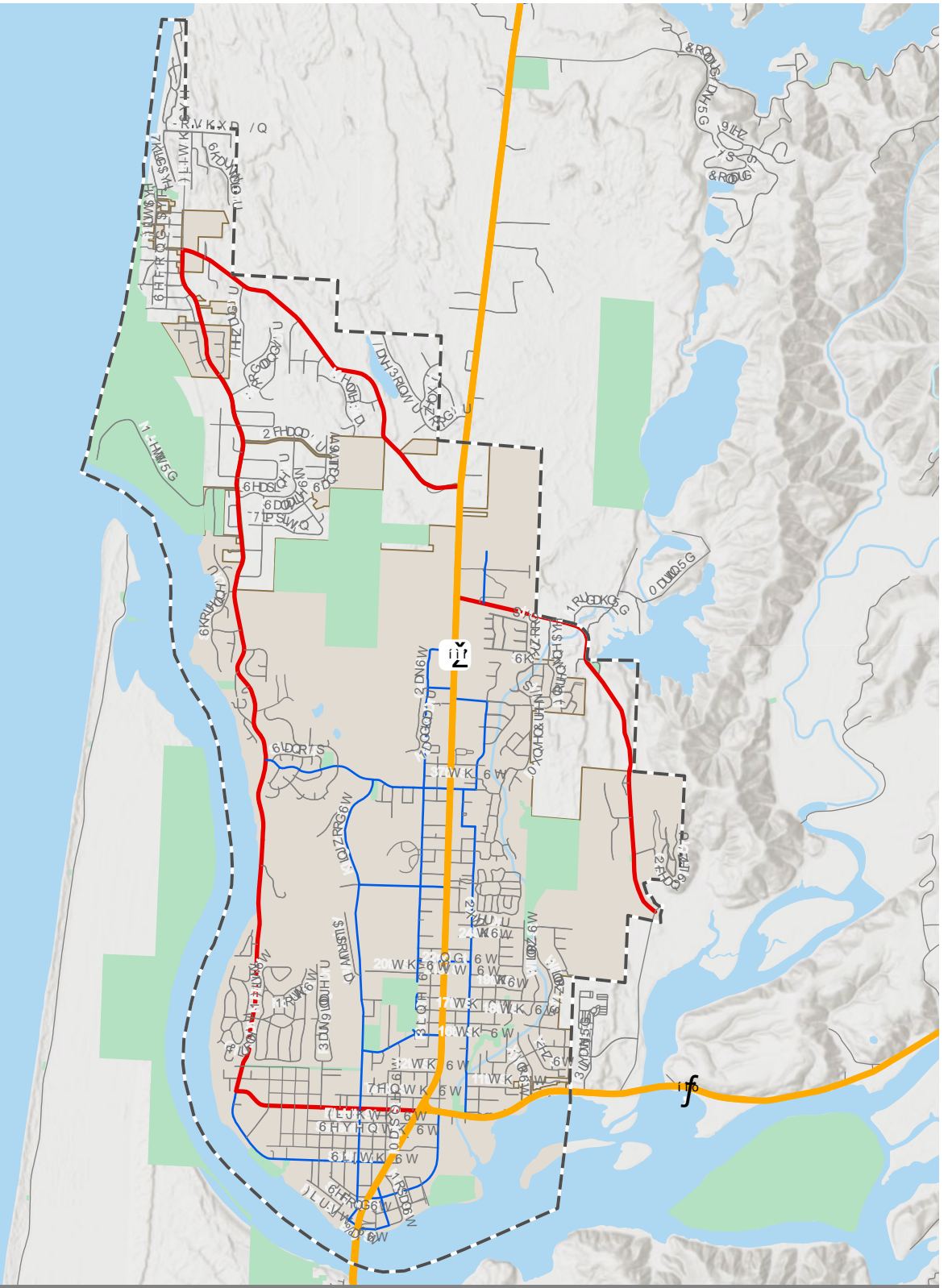
- » **Arterials** are intended to serve high volumes of traffic, particularly through traffic, at relatively high speeds. They also serve truck movements and typically emphasize traffic movement over local land access.
- » **Collectors** serve traffic from the local street system and distribute it to the arterial street system. These roadways provide a balance between traffic movement and land access and should be designed as best to facilitate traffic circulation throughout the City.
- » **Local Streets** provide land access and carry locally generated traffic at relatively low speeds to the collector street system. Local streets should provide connectivity through neighborhoods but should be designed to discourage cut-through vehicular traffic.

ODOT Highway Classification

ODOT has a separate classification system for its highways, which guides the planning, management, and investment for state highways. ODOT's categories, from highest to lowest, are Interstate, Statewide, Regional, and District highways. According to the Oregon Highway Plan (OHP), both US 101 and OR 126 are classified as Statewide Highways. The OHP defines Statewide Highways as follows:

- » **Statewide Highways** typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas and recreation areas that are not directly served by Interstate Highways. A secondary function is to provide connections for intra-urban and intra-regional trips. The management objective is to provide safe, efficient, high-speed, continuous-flow operation. In constrained and urban areas, interruptions to flow should be minimal. Inside Special Transportation Areas, local access may also be a priority.

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CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Table 1 below shows the functional classification of all arterials and collectors in Florence and how these streets are classified at the federal, state, county, and local levels.

Table 1: Functional Classification Comparison of Collector and Higher Streets by Jurisdiction

| Roadway | Federal | State | County | City |
|---|--------------------------|-------------------|-----------------------|----------------------------|
| ODOT | | | | |
| US 101 | Urban Principal Arterial | Statewide Highway | State Highway | Highway/ Major Arterial |
| OR 126 | Urban Principal Arterial | Statewide Highway | State Highway | Highway/ Major Arterial |
| Lane County | | | | |
| Heceta Beach Rd | Urban Collector | -- | Urban Major Collector | Minor Arterial |
| Munsel Lake Rd | Urban Collector | -- | Urban Major Collector | Minor Arterial |
| N Fork Siuslaw Rd | Urban Collector | -- | Rural Major Collector | Local |
| City of Florence | | | | |
| 4th Ave (Heceta Beach Rd to Joshua Ln) | Urban Collector | -- | Urban Local | Local |
| 9th St (Rhododendron Dr to US 101) | Urban Collector | -- | -- | Minor Arterial |
| Rhododendron Dr (Heceta Beach Rd to City Limits) | Urban Collector | -- | Rural Major Collector | Minor Arterial |
| Rhododendron Dr (City Limits to 9th St) | Urban Collector | -- | Other Roads | Minor Arterial |
| 2nd St (US 101 to Maple St) | -- | -- | -- | Collector |
| 2nd St (Maple St to Quince St) | Urban Collector | -- | -- | Collector |
| 21st St (Oak St to Spruce St) | -- | -- | -- | Collector |
| 27th St (Kingwood St to US 101) | Urban Collector | -- | -- | Collector |
| 30th St (Oak St to Spruce St) | Urban Collector | -- | -- | Local |
| 32nd St (Redwood St to Spruce St) | Urban Collector | -- | -- | Collector |
| 35th St (Rhododendron Dr to Spruce St) | Urban Collector | -- | -- | Collector |
| 42nd St (US 101 to Spruce St) | Urban Collector | -- | Other Roads | Collector |
| 43rd St (Oak St to US 101) | -- | -- | -- | Collector |
| 46th St (Oak St to US 101) | -- | -- | -- | Collector |
| Airport Rd (Kingwood St to Oak St) | Urban Collector | -- | Other Roads | Collector |
| 15th St (Oak St to US 101) | Urban Collector | -- | Other Roads | Collector |
| 15th St (US 101 to Spruce St) | Urban Collector | -- | -- | Local |
| Bay Street (Kingwood St to Maple St) | -- | -- | - | Collector |
| Kingwood St (Bay St to Old Town Way) | -- | -- | -- | Collector |
| Kingwood St (Old Town Way to 27th St) | Urban Collector | -- | -- | Collector |
| Kingwood St (27th St to 35th St) | -- | -- | -- | Collector |
| Maple St (US 101 to Bay St) | Urban Collector | -- | -- | Collector |
| Oak St (15th St to 35th St) | Urban Collector | -- | -- | Collector |
| Oak St (35th St to 46th St) | -- | -- | -- | Collector |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

| | | | | |
|--|-----------------|----|-------------|-----------|
| Quince St (2 nd St to OR 126) | Urban Collector | -- | -- | Collector |
| Quince St (OR 126 to US 101) | Urban Collector | -- | -- | Local |
| Redwood St (32 nd St to 35 th St) | Urban Collector | -- | -- | Collector |
| Rhododendron Dr (9 th St to US 101) | Urban Collector | -- | Other Roads | Collector |
| Spruce St (OR 126 to 32 nd St and 35 th St to 42 nd St) | Urban Collector | -- | -- | Collector |
| 20 th St (East Terminus to US 101) | -- | -- | Other Roads | Local |
| 30 th St (Oak St to Spruce St) | Urban Collector | -- | -- | Local |
| Laurel Street-Old Town Way (US 101 to Maple St) | Urban Collector | -- | -- | Local |

Special Transportation Areas and Urban Business Areas

In addition to the functional classifications identified above, the segment of US 101 from 30th Street to OR 126 is designated as an Urban Business Area (UBA) and the segment of US 101 from OR 126 to Bay Street is designated as a Special Transportation Area (STA). According to the OHP:

- » An **Urban Business Area** (UBA) is a highway segment designation that may be applied to existing areas of commercial activity or future nodes or various types of centers of commercial activity within urban growth boundaries or urban unincorporated community boundaries on District, Regional or Statewide Highways where vehicular accessibility is important to continued economic viability.
- » A **Special Transportation Area** (STA) is a designated district of compact development located on a state highway within an urban growth boundary in which the need for appropriate local access outweighs the considerations of highway mobility except on designated OHP Freight Routes where through highway mobility has greater importance.

ROADWAY CHARACTERISTICS

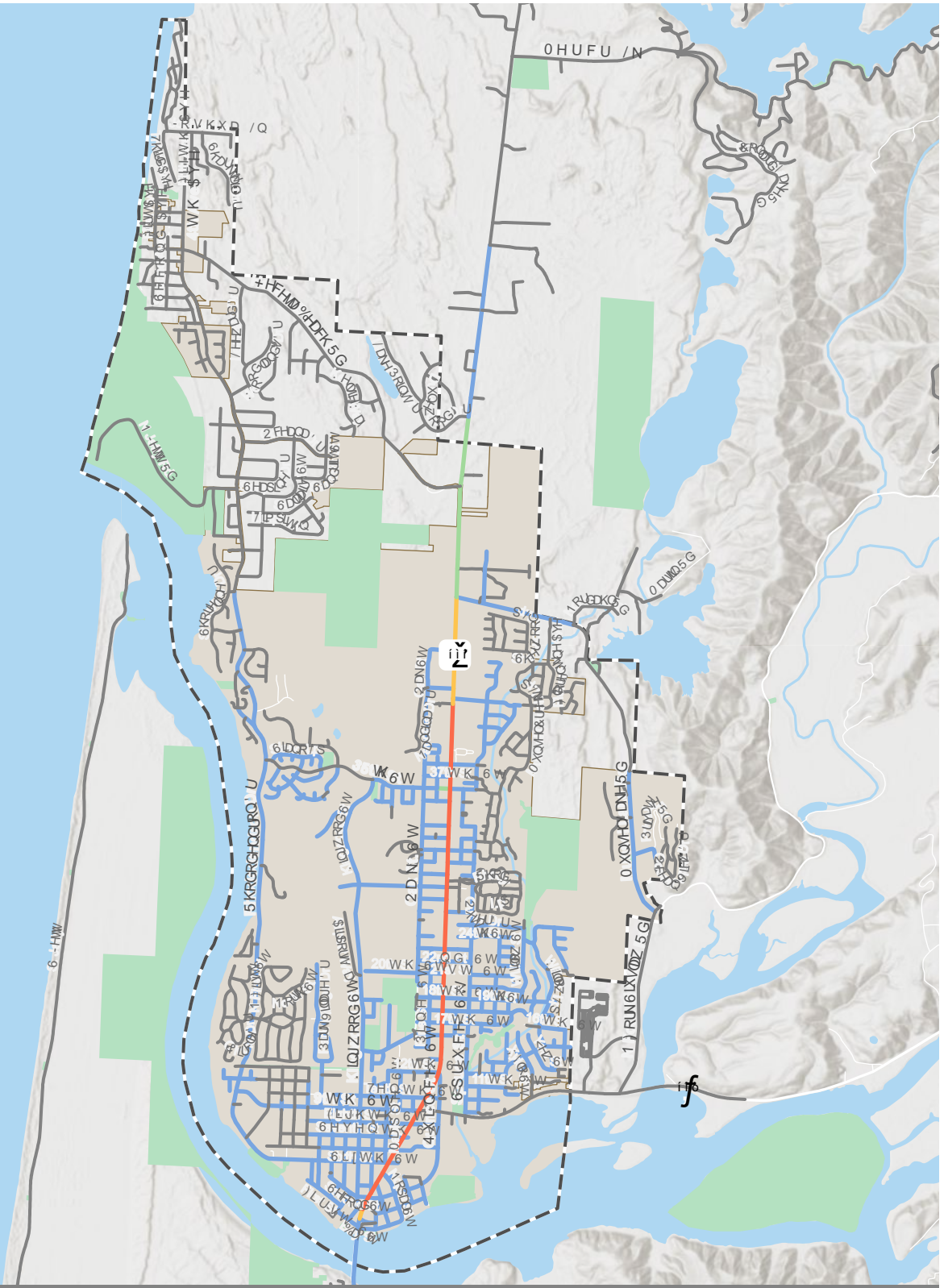
State Highway Approach Permits

State highway approach permits along US 101 and OR 126 are discussed in *Tech Memo 3B: Existing Conditions Analysis*.

Number and Width of Travel Lanes

Most streets in Florence are two-lane roadways, as shown in Figure 4. US 101, which varies from two to five lanes through the city, is the major exception to this rule. Numerous streets in Florence are missing data for the number of lanes, but these are all presumed to be two lanes based on the location and nature of these streets.

Lane width data is available for state highways. US 101 11-12 foot lanes between the Siuslaw River Bridge and OR 126, 12-foot lanes north to 42nd Street, and 12-14 foot lanes north of 42nd Street. OR 126 has 12-foot lanes west of the Three Rivers Casino turnoff and 14-foot lanes east of the Three Rivers Casino turnoff.



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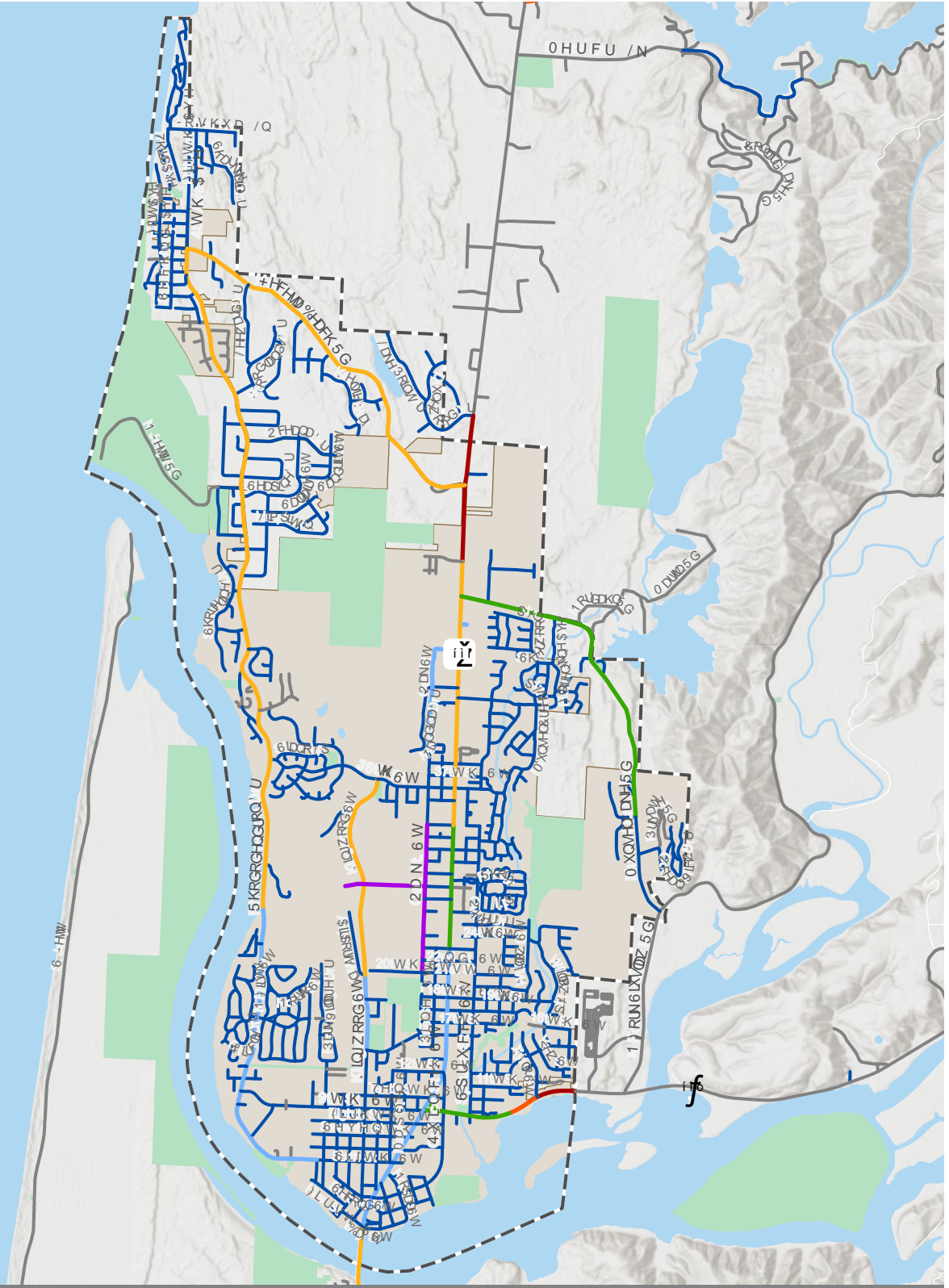
CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Posted Speed Limits

Figure 5 shows posted speed limits on all streets in Florence. The default posted speed limit is 25 miles per hour (MPH) and is the speed limit on most streets. There are a few streets where speed limits are different:

- » **US 101:** From south to north, the posted speed limit on the Siuslaw River Bridge is 40 MPH before dropping to 30 MPH at the Bay Street overpass and through downtown Florence. At 22nd Street, the posted speed limit is 35 MPH, at 32nd street the posted speed is 40 MPH, before rising to 55 MPH north of Munsel Lake Road at 53rd Street.
- » **OR 126:** OR 126 has a 35 MPH posted speed limit from US 101 past Tamarack Street, a 45 MPH speed limit to Xylo Street, and a 55 MPH speed limit east of Xylo Street.
- » **Rhododendron Drive:** Rhododendron Drive has a 25 MPH posted speed limit in downtown Florence. Heading west out of downtown, the speed limit increases to 30 MPH at Greenwood Street and continues at that speed as the road turns north. The road has a 40 MPH posted speed limit between Wild Winds Street and New Hope Lane and continues to Heceta Beach Road .
- » **Kingwood Street:** Similar to Rhododendron Drive, Kingwood Street has a 25 MPH posted speed limit in downtown Florence, between US 101 and 15th Street/Airport Road. The street becomes a 30 MPH facility heading north to Airport Way, and then has a 40 MPH posted speed limit north of Airport Way to 35th Street.
- » **Heceta Beach Road:** Heceta Beach Road has a 40 MPH posted speed limit between US 101 and 4th Avenue.
- » **Munsel Lake Road:** Munsel Lake Road has 35 MPH posted speed limit between US 101 and Ocean Dunes Drive, while the remaining roadway segment to N Fork Siuslaw Road is a 25 MPH facility.
- » **Oak Street:** Oak Street from 20th Street to 32nd Street has a 25 MPH posted speed limit (except during school days between 7am and 5pm which it becomes 20 MPH). All three public schools in Florence – Siuslaw Elementary School, Siuslaw Middle School, and Siuslaw High School – as well as Lane Community College, are located on the west side of this segment of Oak Street. Oak Street has a 25 MPH posted speed limit between 32nd Street and 38th Loop before increasing to a 30 MPH speed limit north of 38th Loop to US 101.
- » **27th Street:** 27th Street from Oak Street to its western terminus is has a 25 MPH posted speed limit (see note above regarding Oak Street – 27th is posted as 25 MPH except during school days, when the speed limit is 20 MPH).

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Pavement Type and Condition

Pavement type and condition information along US 101 and OR 126 was obtained from the ODOT TransGIS database. Pavement type on both facilities is Asphalt Concrete Unknown. Pavement condition on US 101 is *fair* from 10th Street to the north and *good* from 10th Street to the south. Pavement condition on OR 126 is *fair* from US 101 to the east.

The City recently completed an assessment of pavement conditions along City streets. The study provides a qualitative (e.g., very good, good, fair, poor) rating system for pavement conditions similar to ODOT. Information from the study will be available soon.

Geometry for Study Intersections

The geometry of the study intersections included in the TSP update are discussed in *Tech Memo 3B: Existing Conditions Analysis*.

Traffic Control

There are four signalized intersections in Florence, and all of them are located on ODOT facilities and are managed by ODOT. The signals are located at:

- » US 101/Rhododendron Drive
- » US 101/OR 126-9th Street
- » US 101/21st Street
- » US 101/35th Street

Across the rest of the city and at the TSP study intersections, most intersections are two-way stop-control, where the higher volume or higher classification street can travel freely through the intersection and the lower volume or lower classification street has a stop sign. The Kingwood Street/Rhododendron Drive intersection is all-way stop-control, meaning that each intersection approach has to stop. Figure 6 shows the type of traffic control at intersections across Florence.

Right-of-Way

Right-of-way refers to the overall width of roadway jurisdiction that typically expands beyond the physical roadway section and provides space for future roadway improvements, such as roadway widening, added bicycle or pedestrian facilities, etc. Right-of-way data is not readily available for State and City facilities; however, the City has indicated that there is generally 60-feet of right-of-way available along City streets.

Pavement Width

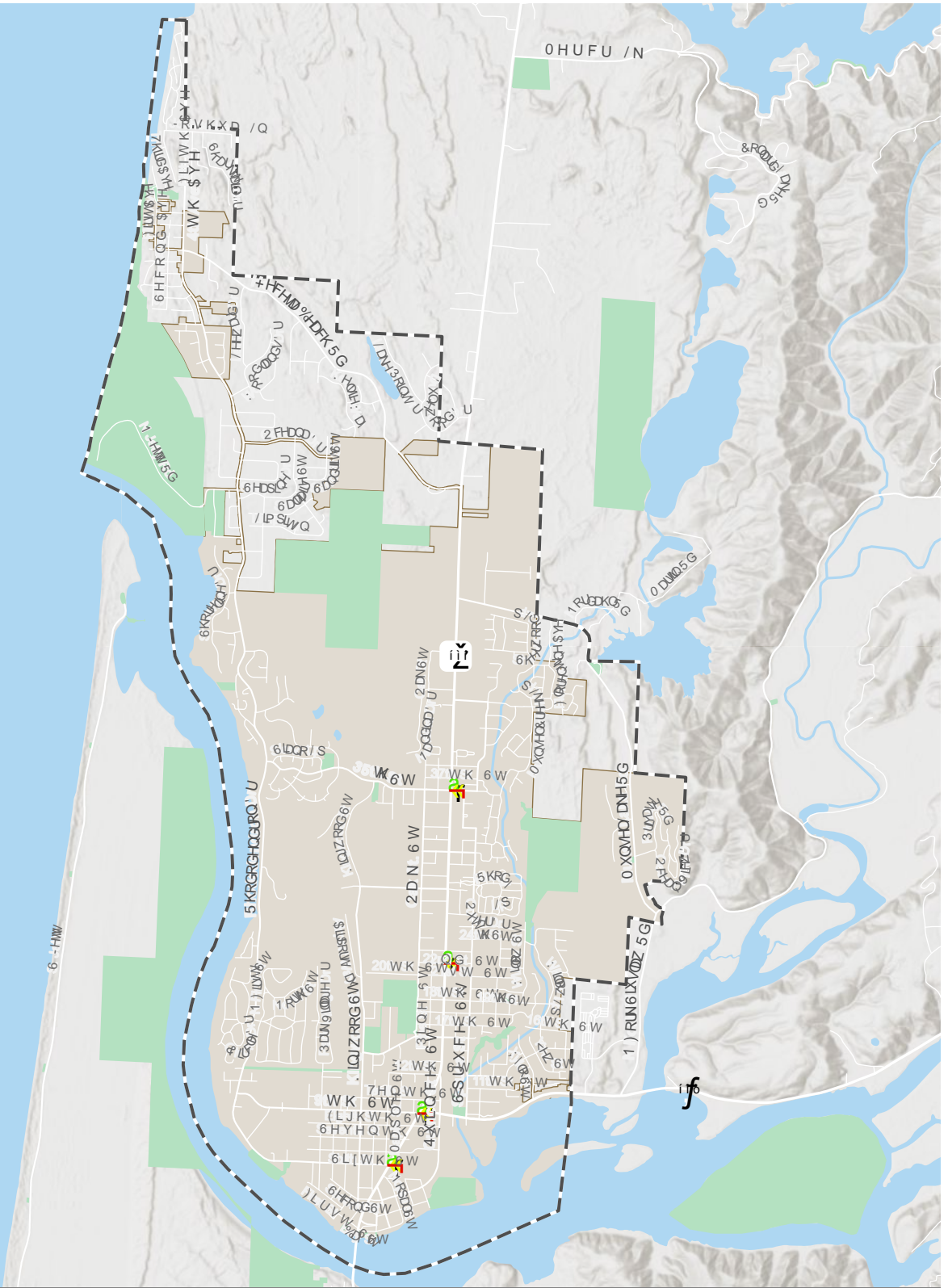
Pavement width data in Florence is shown in Figure 7. Many streets, including US 101, OR 126, and Heceta Beach Road, did not have right-of-way data that was readily available.

Much of downtown Florence has streets that are either 32 feet wide or are 40 feet wide. Further north, the streets near US 101 to the north of OR 126 are often 32 feet wide. Rhododendron Drive along the Siuslaw River on the west side of Florence, is 28 feet wide.

On-Street Parking

On-street parking is allowed on one or two sides of most collector and local streets throughout the City as well as on one or two sides of most arterials within the downtown commercial and mixed use areas. On-street parking is generally restricted where right-of-way is limited, or where physical constraints limit its use.

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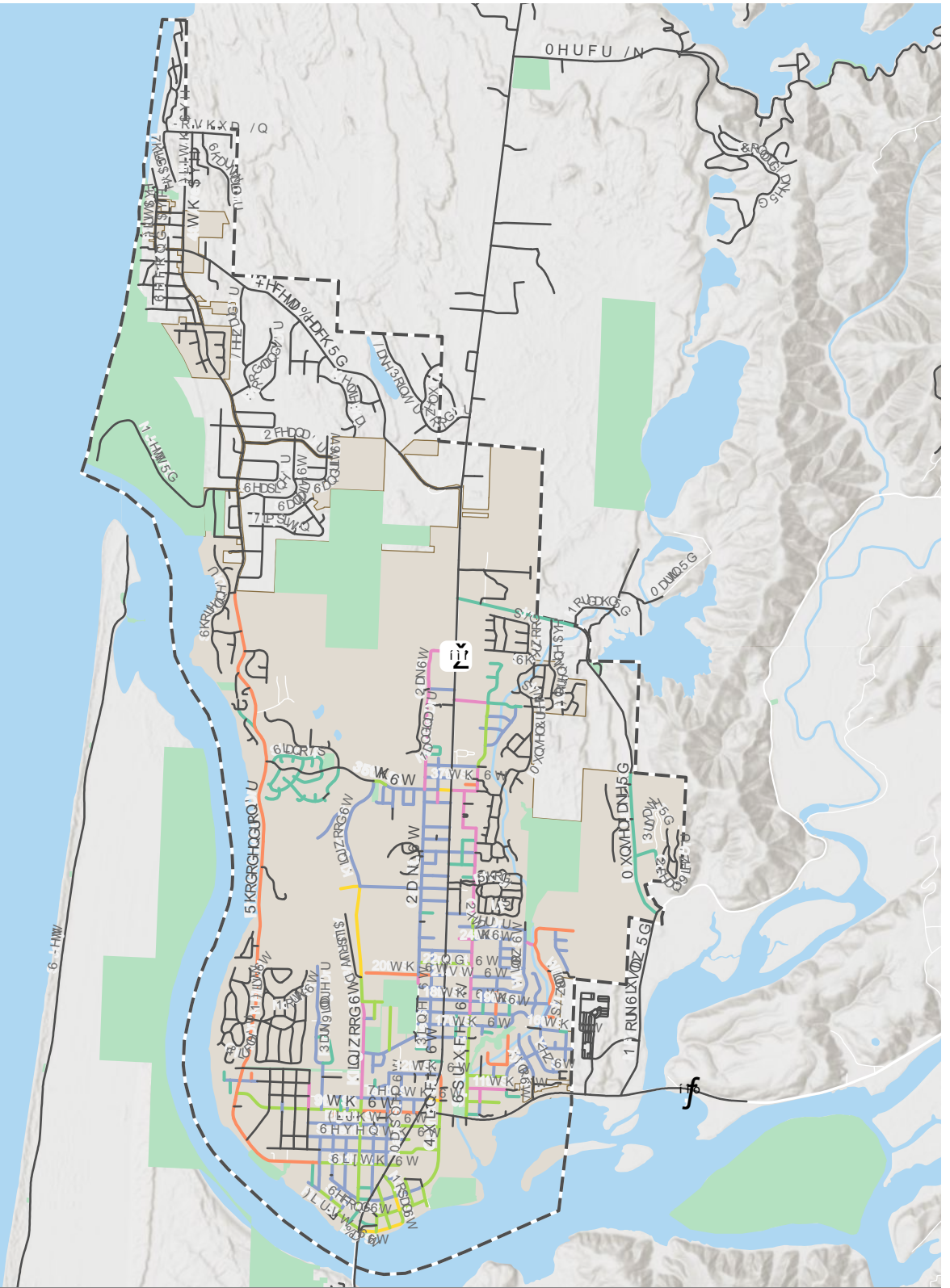


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The City in coordination with ODOT completed a parking study in Florence in June 2021. The study includes an inventory and assessment of parking conditions in the greater historic downtown area, including the commercial, mixed-use, and special event areas located immediately north of the downtown straddling both sides of US 101. Additional information on the study, including key findings is available in *Tech Memo 3B: Existing Conditions Analysis*.

Park and Ride Locations

There are no park and ride locations within Florence. A discussion of public transportation routes, stops, and other inventory items are discussed in the Public Transportation section below.

Accessibility to Destinations

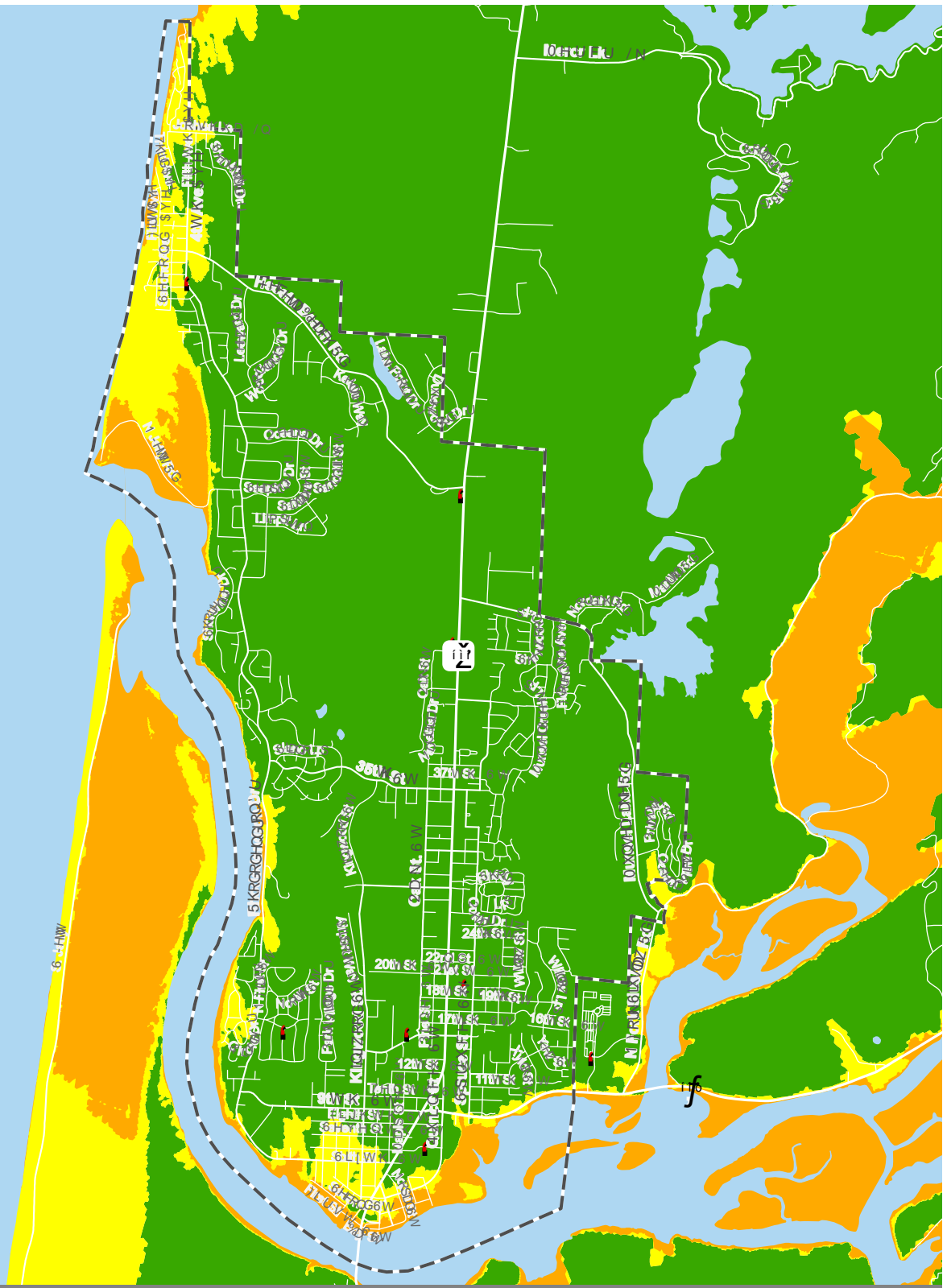
Accessibility to key destinations within Florence are described below:

- » **Downtown Florence** – The city's downtown destinations are generally accessible by car with on- and off-street parking, but vehicles may become a hindrance in and around Bay Street during peak summer periods with lots of tourists. Areas further from the Siuslaw River, such as City Hall and the Siuslaw Public Library are also accessible by car due to being close to US 101.
- » **Schools and Parks** – The three schools that make up the Siuslaw School District are located two blocks from US 101 on Oak Street, all in a row between 20th Street and 30th Street (with Lane Community College-Florence located at Oak Street and 32nd Street). These schools are generally well-connected for vehicles, although there is no connection to US 101 between 22nd and 26th Street. Similarly, Miller Park has a parking lot at Oak Street and 20th Street that is accessible from US 101 and from Kingwood Street, but other access points are more suitable for walking and biking modes.
- » **Grocery Stores** – There are four grocery stores in Florence – Safeway, Grocery Outlet, Bi-Mart, and Fred Meyer. All four stores are located on US 101 and are accessible by car. However, only the Grocery Outlet, which is between 19th Street and 21st Street, has access to a traffic signal for left-turning vehicles into and out of the store.
- » **Casino** – The Three Rivers Casino is accessible from a private driveway on OR 126 as well as Qa'aich Road to N Fork Siuslaw Road. This connection, in particular, provides access from US 101 in the north for Florence, funneling traffic away from the US 101/OR 126 intersection.
- » **Pacific Ocean** – The Pacific Ocean beaches are most easily accessible by car of all transportation modes. Within Florence, N Jetty Road connects from Rhododendron to a parking lot at the mouth of the Siuslaw River. Further north in Heceta Beach, as well as across the Siuslaw River at South Jetty Dunes, there are vehicle accesses to reach the Pacific beaches.

Evacuation Routes

As a coastal city, Florence may experience a tsunami event from a future Cascadia Subduction Zone earthquake. The Oregon Department of Geology and Mineral Industries (DOGAMI) has created evacuation zone maps for the entire Oregon coast. These maps show evacuation areas for a distant tsunami event (in orange), evacuation areas for a local tsunami event (in yellow), and areas that are outside of the evacuation zone (in green). The map for Florence is shown in Figure 8.

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CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

There are eight assembly areas in and around Florence in the event of a tsunami. These assembly areas (also shown in Figure 8) are:

- » Florence Events Center (715 Quince Street)
- » Greentrees Clubhouse (1600 Rhododendron Drive)
- » Miller Park (1901 Oak Street)
- » Grocery Outlet/Florence Cinemas (2066 US 101)
- » Three Rivers Casino (5647 OR 126)
- » Fred Meyer (4701 US 101)
- » Heceta Beach Road and US 101
- » Rhododendron Drive (south of Heceta Beach Road)

Intelligent Transportation System Facilities

ODOT maintains a camera at the US 101/OR 126 intersection in Florence as part of its TripCheck.com website for monitoring statewide traffic conditions. There are no other Intelligent Transportation System (ITS) facilities within the City.

In the nearby community of Cushman to the east of Florence on OR 126, ODOT maintains another traffic camera, as well as a weather station, both for statewide travel information as part of the TripCheck.com website. ODOT also maintains two cameras at the tunnel at Cape Creek approximately 12 miles north of Florence on US 101, as well as two cameras north of Gardner approximately 17 miles south of Florence on US 101 and a northbound variable message board in Gardner approximately 19 miles south of Florence on US 101.

Freight Routes

The OHP identifies all interstate highways and certain Statewide, Regional, and District Highways as freight routes. These routes are intended to facilitate efficient and reliable interstate, intrastate, and regional truck movement through a designated freight route system.

Both US 101 and OR 126 are designated as Statewide highways, described in more detail under the Functional Classification section above. The OHP designates US 101, south of OR 126, and OR 126, east of US 101, as freight routes. Figure 9 shows the freight route network in Florence.

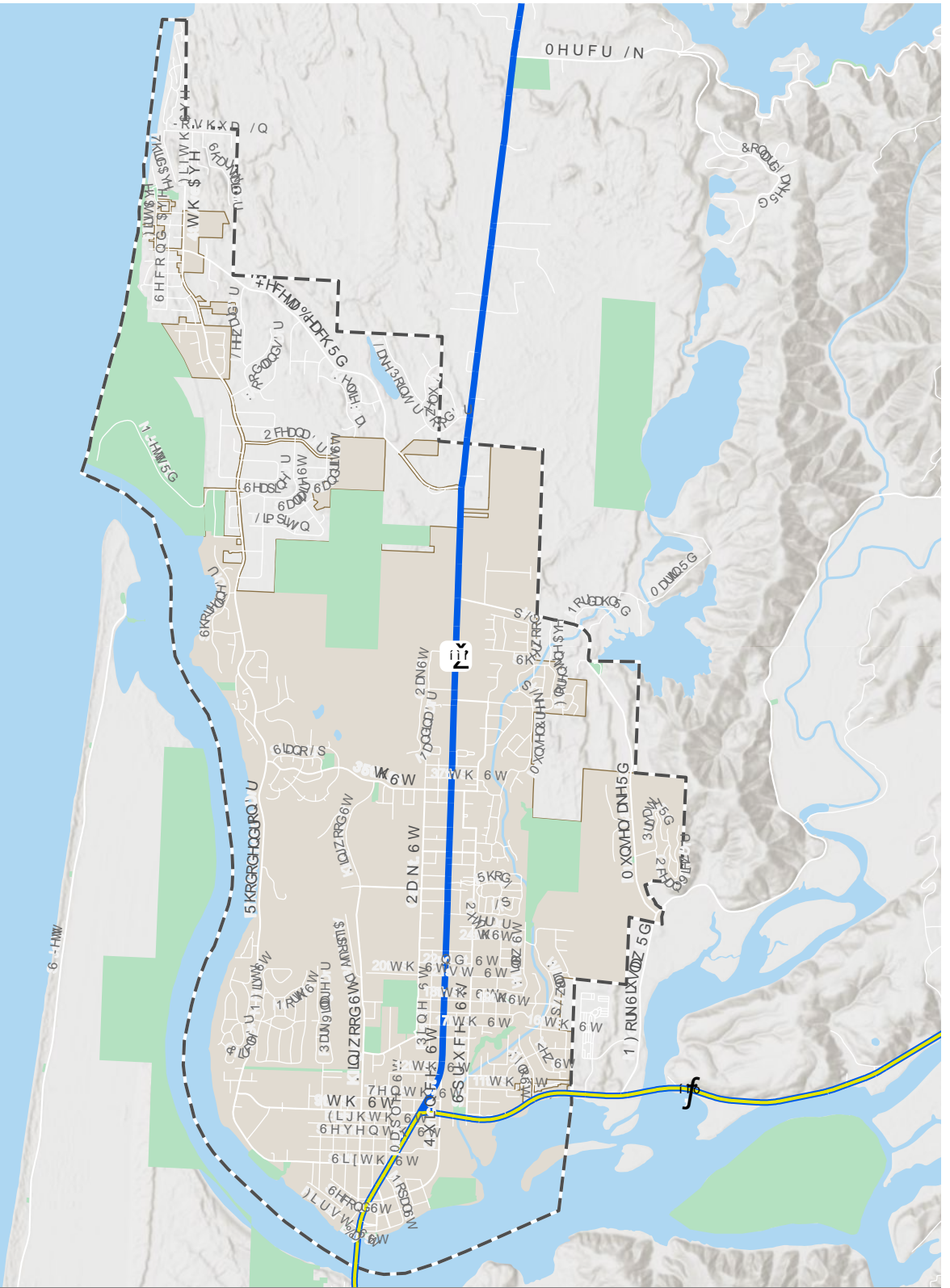
National Highway System

The National Highway System (NHS) is a network of highways, including interstate highways, that serve strategic economic, defense, and transportation facilities, such as airports, ports, rail or truck terminals, railway stations, and pipeline terminals. Both US 101 and OR 126 are part of the NHS network.

ADA Accessible Public Sidewalk Impediments

The Americans with Disabilities Act (ADA), signed into federal law in 1990, prohibits discrimination based on one's disability status. From a transportation perspective, this often involves the construction and installation of sidewalks, curb ramps with a small grade, and push buttons for crossing the street. ODOT's TransGIS database maintains data on the location and condition of curb ramps and push buttons along state facilities.

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ODOT recently completed a curb ramp upgrade project along US 101 from 10th Street north of Munsel Lake Road. The majority of intersections have ADA-compliant curb ramps along this stretch of US 101. Exceptions include 21st Street and 35th Street, which will be completed as part of the signal improvements at these intersections. On OR 126, the curb ramps are graded as being in poor condition in all but one location, not including the intersection with US 101.

A qualitative assessment of sidewalks was conducted in the downtown area to examine sidewalk impediments. Bay Street, the city's commercial and historic core, is also the busiest part of the city with the highest street parking utilization in downtown. Several restaurants have outdoor seating, there are sporadic power poles and street lighting poles, and the parking areas have poles that provide parking restriction information. If more than one of these impediments occur together, ADA accessibility may be limited. Beyond Bay Street, the sidewalk impediments decrease in number but the presence of sidewalks also decrease, such as on Laurel Street and Nopal Street. And outside of the immediate downtown area on Bay Street, the number of driveway aprons increase for personal residences, parking lots, and businesses.

EXISTING GAPS AND DEFICIENCIES

The following provides a summary of the existing gaps and deficiencies in the roadway system:

- » There are several inconsistencies in how various jurisdictions classify streets within Florence. These include Rhododendron Drive, Munsel Lake Road, and N Fork Siuslaw Road.
- » The City's recently completed assessment of pavement conditions will likely yield some streets with poor pavement conditions.
- » There are no formal park and ride facilities in Florence. One potential location where all transit lines meet – the Grocery Outlet – could be a suitable location.
- » In the event of a tsunami, there are limited evacuation routes from Rhododendron Drive to the east. Existing routes now include 9th Street, 35th Street, and Heceta Beach Road.
- » Several curb ramps on OR 126 facilities are in poor condition, or do not exist at all. Additionally, there are narrow sidewalks in Old Town Florence with numerous sidewalk impediments.

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.

- » Need an additional turn lane at the Rhododendron Drive/Jetty Road intersection
- » Need pull-outs for slow moving vehicles on Rhododendron Drive
- » Need to slow traffic at the north city limits
- » Need traffic signals on US 101 at Heceta Beach Road and Munsel Lake Road
- » Need all-way stop-control at the Oak Street/35th Street and the Kingwood Street/9th Street intersections
- » Need to reconfigure the Oak Street/Spruce Street intersection



- » Need to slow traffic along Spruce Street and Oak Street.
- » Need to slow traffic at the Oak Street/35th Street and US 101/Munsel Lake Road intersections.
- » Need to address general operational issues at the US 101/27th Street, Kingwood Street/9th Street, and OR 126/Spruce Street intersections
- » Need to reconfigure Bay Street to provide better flow into Old Town (eliminate motor vehicle traffic, convert Bay Street to one-way with angle parking, etc.).
- » Need path for trash and recycle trucks along 9th Street and Rhododendron Drive
- » Need path for schools and public works vehicles along Kingwood Street and 27th Street
- » Need path for port-bound vehicles along Quince Street and Harbor Street
- » Need to address erosion issues along Rhododendron Drive

Pedestrian

PEDESTRIAN FACILITIES

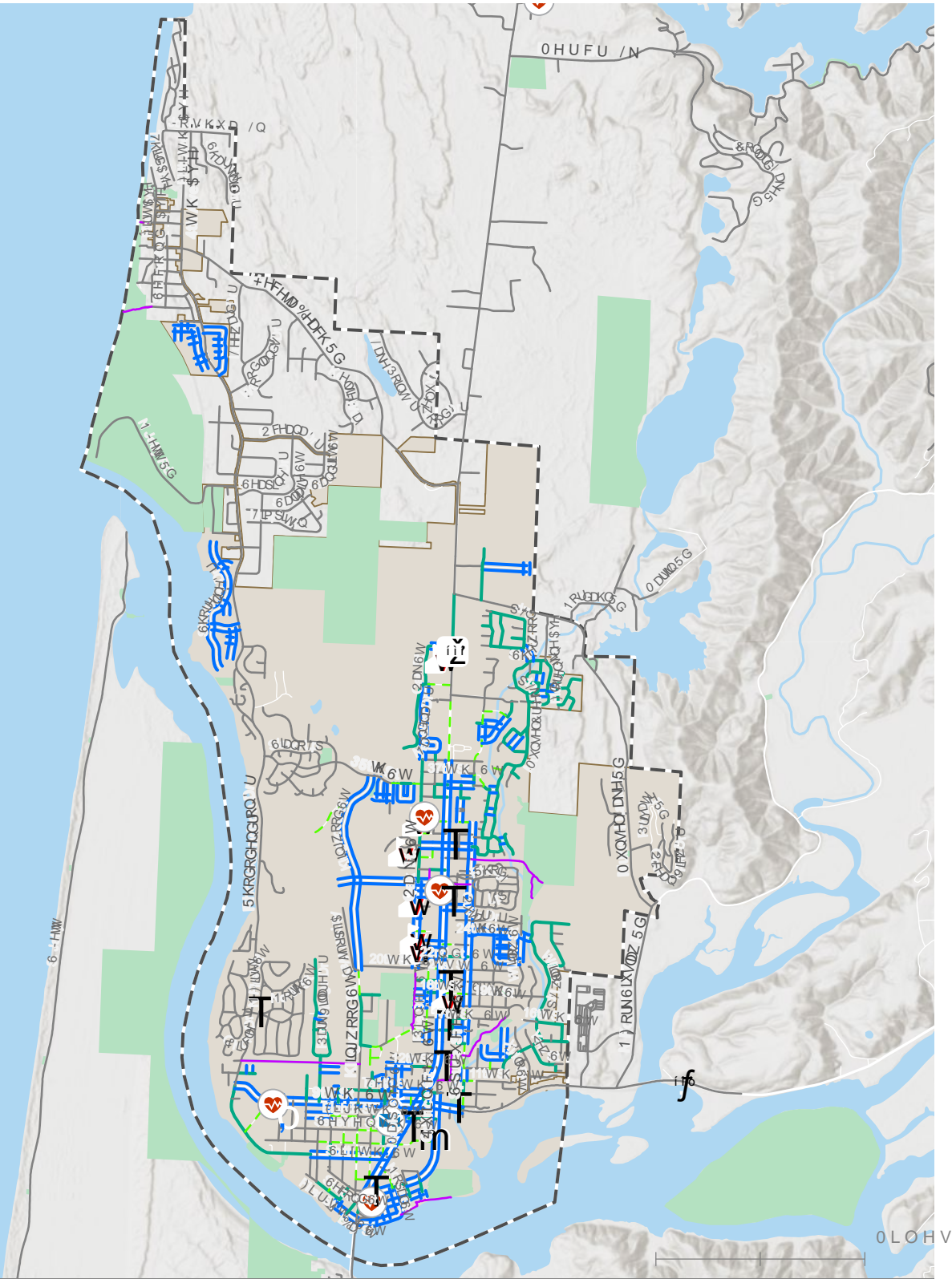
Pedestrian facilities serve a variety of needs, including:

- » Relatively short trips (under a mile) to major pedestrian attractors, such as schools, parks, and public facilities;
- » Recreational trips—for example, jogging or hiking—and circulation within parklands;
- » Access to transit (generally trips under 1/2-mile to bus stops); and,
- » Commute trips, where mixed-use development is provided and people have chosen to live near where they work.

Pedestrian facilities should be integrated with transit stops and effectively separate pedestrians from vehicular traffic. Furthermore, pedestrian facilities should provide continuous connections among neighborhoods, employment areas, and nearby pedestrian attractors. Pedestrian facilities usually refer to sidewalks or paths, but also include pedestrian crossings for high volume roadways. The existing pedestrian network serving Florence is shown in Figure 10.

Sidewalks

As shown in Figure 10, the presence of sidewalks in Florence varies based on location within the city. In general, the strongest sidewalk connectivity is in the downtown area, while US 101 and specific housing developments have complete sidewalk networks. Areas to the east of US 101 are more likely to include developments with a sidewalk along one side of the street, specifically off of Munsel Lake Road and immediately west of the Three Rivers Casino. Other areas, such as developments along Rhododendron Drive are less likely to have sidewalks at all. And through much of the city, there are partial sidewalks that comprise a section on a street segment but not the entire block length.



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Shared-Use Paths and Trails

There are five areas where there are existing multi-use paths:

- » A boardwalk along the Siuslaw River east of Bay Street
- » The paved Oak Street path along the east side of Miller Park (between 15th and 20th Street)
- » The paved Munsel Creek Bike Path from Quince Street to W Park Drive and 17th Street
- » The paved path within Pine Street right-of-way between 27th Street and 28th Street
- » A paved trail from Spruce Street to 29th Street with access to Munsel Greenway Park, with a companion path from US 101 and 27th Street to Spruce Street
- » 12th Street shared-use path, an engineered wood fiber chip path between Kingwood Street and Rhododendron Drive
- » An unpaved path from Meares Street to the Pacific Ocean
- » An unpaved beach path from Blanco Street to the Pacific Ocean

Crosswalks

In the state of Oregon, all unsignalized intersections are considered legal cross walks and motor vehicles are required to yield the right of way to pedestrians to allow them to cross. However, compliance is not consistent and pedestrians may have difficulty crossing high volume roadways. Marked crosswalks with rectangular rapid flashing beacons (RRFBs) and median refuge islands can be found at the following locations:

- » US 101 at 2nd Street
- » US 101 north of 7th Street (midblock)
- » US 101 at 12th Street
- » US 101 north of 15th Street (midblock)
- » US 101 north of 18th Street (midblock)
- » US 101 at 30th Street
- » US 101 north of 25th Street (midblock)
- » OR 126 at Redwood Street (midblock)

Additionally, there is a marked crosswalks with an RRFB on Rhododendron Drive across Center Street that connects the two sides of the Greentrees development (which has no sidewalks).

PEDESTRIAN ACCESSIBILITY FOR DESTINATIONS

Pedestrian accessibility to key destinations within Florence are described below:

- » **Downtown Florence** – The downtown area has the most complete sidewalk network and generally provides good pedestrian connectivity to destinations. The commercial core around Bay Street has a complete sidewalk network, the Siuslaw Public Library has a complete sidewalk network surrounding it, and Florence City Hall (on US 101 between 1st Street and 2nd Street) has a complete sidewalk network except on 1st Street.



- » **Schools and Parks** – All three schools in the Siuslaw School District are located on Oak Street between 20th Street and 35th Street, as well as the Florence campus for Lane Community College. Oak Street has a complete sidewalk network south of 27th Street and has complete sidewalks on the west side of the road between 27th Street and 37th Street. While this sidewalk network is strong, several connecting east-west streets between Oak Street and US 101, as well as 35th Street, lack a complete sidewalk network for walking to or from school. The city recently completed a Safe Routes to School project that filled in missing sidewalk on 26th Street and 27th Street between US 101 and Oak Street. At Miller Park, Oak Street becomes a multi-use path with no vehicles, and the sidewalk network surrounding the park is considerably more complete.
- » **Grocery Stores** - All grocery stores in Florence are located on US 101, but the sidewalk connectivity is different for each one. Safeway (between 6th Street and 8th Street) has a complete sidewalk with a planting strip that creates a buffer from bicycle and vehicular traffic. Grocery Outlet (between 18th Street and 21st Street) has a complete sidewalk network, but the sidewalk is curb tight. Bi-Mart (between 42nd Street and 46th Street) has no sidewalks on US 101. And Fred Meyer (between 46th Street and Munsel Lake Road) only has sidewalks on the west side of US 101 and no sidewalks north of Munsel Lake Road or south of 46th Street.
- » **Casino** – There are no sidewalks that provide access to the Three Rivers Casino.
- » **Pacific Ocean** – There are no oceanfront beaches that are accessible by foot along a sidewalk.

PEDESTRIAN GENERATORS AND ROUTES

Traffic counts conducted at the study intersections on June 3, 2021 include the total number of pedestrians that entered the intersection in 15-minute intervals. Table 2 summarizes the pedestrian crossing volume data for the overall count period (6:00 a.m. to 10:00 p.m.) as well as the pedestrian peak hour for each individual intersection.

As shown in Table 2, pedestrian volumes are heaviest in downtown and along US 101. The further that an intersection is located from downtown, the fewer pedestrians there are. The heaviest recorded pedestrian volumes are at US 101/Rhododendron Drive, where 219 pedestrians were recorded crossing the street on a single day, with more than 30 crossing the street during the evening peak hour.

Table 2. Pedestrian Crossing Volumes at Study Intersections

| ID | Intersection | Pedestrian Peak Hour | Peak Hour Volumes | Daily Volumes (6:00AM-10:00PM) |
|----|----------------------------|----------------------|-------------------|--------------------------------|
| 1 | US 101/Heceta Beach Rd | 4:15-5:15 p.m. | 3 | 9 |
| 2 | US 101/Munsel Lake Rd | 5:00-6:00 p.m. | 8 | 31 |
| 3 | US 101/46 th St | 9:15-10:15 a.m. | 8 | 27 |
| 4 | US 101/35 th St | 1:30-2:30 p.m. | 11 | 52 |
| 5 | US 101/30 th St | 7:15-8:15 p.m. | 9 | 49 |
| 6 | US 101/27 th St | 9:45-10:45 a.m. | 8 | 47 |
| 7 | US 101/15 th St | 12:15-1:15 p.m. | 20 | 152 |



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| ID | Intersection | Pedestrian Peak Hour | Peak Hour Volumes | Daily Volumes (6:00AM-10:00PM) |
|----|-------------------------------------|----------------------|-------------------|--------------------------------|
| 8 | US 101/OR 126 | 2:00-3:00 p.m. | 25 | 151 |
| 9 | US 101/Rhododendron Dr | 4:00-5:00 p.m. | 31 | 219 |
| 10 | US 101/2 nd St | 3:15-4:15 p.m. | 23 | 175 |
| 11 | OR 126/Quince St | 8:30-9:30 p.m. | 11 | 48 |
| 12 | OR 126/Spruce St | 7:00-8:00 p.m. | 6 | 21 |
| 13 | OR 126/North Fork Siuslaw Rd | N/A | 0 | 0 |
| 14 | Rhododendron Dr/35 th St | 2:15-3:15 p.m. | 2 | 7 |
| 15 | Rhododendron Dr/9 th St | 12:00-1:00 p.m. | 6 | 25 |
| 16 | Rhododendron Dr/Heceta Beach Rd | 10:45-11:45 a.m. | 12 | 60 |
| 17 | Kingwood St/35 th St | 3:45-4:45 p.m. | 3 | 14 |
| 18 | Kingwood St/27 th St | 8:30-9:30 a.m. | 8 | 26 |
| 19 | Kingwood St/15 th St | 4:15-5:15 p.m. | 5 | 27 |
| 20 | Kingwood St/9 th St | 4:30-5:30 p.m. | 11 | 76 |

EXISTING GAPS AND DEFICIENCIES

Adequate pedestrian facilities, such as continuous sidewalks, marked crossings, and ADA-compliant ramps, should be provided to allow for convenient and safe travel between neighborhoods, activity centers, and essential destinations. The following provides a summary of the existing gaps and deficiencies in the pedestrian system:

- » There are several pedestrian ramps throughout the city that are not ADA-compliant and should be brought into compliance.
- » There are several major (and minor) intersections that do not provide marked pedestrian crossings.
- » There are several arterial and collector streets that currently have sidewalk gaps along one or two sides of the roadway. These streets include:
 - » US 101, north of 37th Street
 - » OR 126, east of Spruce Street
 - » Heceta Beach Road, west of US 101
 - » Rhododendron Drive, north of 9th Street
 - » Munsel Lake Road
 - » 35th Street, west of US 101

While a lack of sidewalks on any street inside of city limits represents a deficiency, the focus for completing the sidewalk network should be prioritized around major pedestrian destinations. These include:

- » Filling in the sidewalk network in downtown Florence, specifically south of 9th Street.



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

- » Providing connections to Oak Street to increase the sidewalk network around the Siuslaw School District schools and Lane Community College – Florence.
- » Extending the sidewalk network on US 101 to Munsel Lake Road to provide a complete sidewalk network for all grocery stores in Florence.
- » Improving the sidewalk network to major job locations (such as Three Rivers Casino) and to major recreation areas (such as the beaches and to all parks in Florence).

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.

- » There is a need for pedestrian facilities along US 101 near Fred Meyer, the Community Baptist Church, and south of Munsel Lake Road
- » There is a need for pedestrian facilities along Rhododendron Drive south of 35th Street
- » There is a need for pedestrian facilities that connect to the Three Rivers Casino.
- » There is a need for potential pathways near Munsel Creek, the Siuslaw River Estuary, through Miller Park, and between Kingwood Street and Rhododendron Drive
- » There is a need for pedestrian crossing facilities at the following intersections:
 - » US 101/9th Street
 - » Golf Course/35th Street
 - » Myeena Loop/35th Street
 - » Rhododendron Drive/35th Street
 - » US 101/Heceta Beach Road
 - » Rhododendron Drive/Seapine Drive
 - » Rhododendron Drive/Fawn Ridge Lane
 - » Heceta Beach Road/Leeward Drive
- » There is a need for enhanced crossings along US 101 between Heceta Beach Road and Munsel Lake Road and near Bay Street
- » Additional concerns include sidewalk width and condition, crosswalk location and conditions, lighting levels,

Bicycle

Similar to pedestrian facilities, bicycle facilities (dedicated bicycle lanes in the paved roadway, multi-use paths shared with pedestrians, etc.) serve a variety of trips. These include:

- » Trips to major attractors, such as schools, parks and open spaces, retail centers, and public facilities



- » Commute trips, where changing and showering facilities are provided at the workplace
- » Recreational trips
- » Access to transit, where bicycle storage facilities are available at the stop, or where space is available on bus-mounted bicycle racks.

As this list suggests, supporting bicycling as a viable alternative to the automobile requires more than simply providing bicycle lanes. Support facilities, such as secure parking and worksite changing/showering facilities, are also needed before many potential users will consider the bicycle trip as a practical alternative.

BICYCLE FACILITIES

As shown in Figure 11, the city has bike lanes, sharrows, and multi-use paths. These facilities are described in greater detail below.

Bike Lanes – State Facilities

Both state highways have on-street bike lanes through all of Florence, except on the US 101 bridge over the Siuslaw River. The bike lanes on US 101 appear to be 5-6 feet wide, while the bike lanes on OR 126 appear to be 6-9 feet wide. US 101 is part of the Oregon Coast Bike Route, running the whole length of US 101 from California to Washington. On OR 126 in particular, the bike lane width varies based on the presence of on-street parking. The eastbound bike lanes between Quince Street and Redwood Street are considerably wider (approximately 9 feet) than the eastbound bike lane on the previous block (approximately 6 feet).

State standards for bicycle facilities are provided in the *Blueprint for Urban Design (BUD)*, which has been recently incorporated into the state's *Highway Design Manual*. The BUD identifies six urban contexts, recognizing that different modal types should be prioritized depending on the context. Within the urban context, vehicular volume and posted speed help identify a menu of bikeway treatments that create low-stress conditions for users.

US 101 and OR 126 include two different urban contexts: Traditional Downtown/Central Business District and Commercial Corridor. Under both urban contexts, with the vehicular volumes and posted speed limits, the most appropriate treatments fall within separated facilities or buffered bike lanes, which are not present along either highway. With the presence of an alternative route, 5-6 foot bike lanes are acceptable. As described below, there are parallel routes for US 101 but not for OR 126.

Bike Lanes – City Facilities

Bike lanes on City facilities are 5-6 feet wide, depending on the street. Facilities with 6-foot bike lanes include 6th Street, 9th Street, 27th Street, 35th Street, Kingwood Street, Rhododendron Drive between 9th Street and Hwy 101, Spruce Street, and Oak Street.

The existing TSP says that the local bicycle system should be consistent with the state's *Bicycle Facility Master Plan*, which has been updated to the *Oregon Bicycle and Pedestrian Plan* from 2016. This states that minimum bike lane widths are 6 feet and that anything less should be considered a gap in the network inventory.

Shared Roadways

There are three streets that have shared bikeway ("sharrow") markings, indicating that bicycles and vehicles should share the travel lane. Legally, bicycles can always utilize the full travel lane, but sharrow markings are designed to alert drivers to the presence of bicycles.



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Sharrows are located on Spruce Street (from OR 126 to 25th Street), Kingwood Street (from US 101 to 10th Street), and Quince Street (from US 101 to OR 126).

Shared-Use Paths

There are five areas where there are existing multi-use paths:

- » A boardwalk along the Siuslaw River east of Bay Street
- » The paved Oak Street path along the east side of Miller Park (between 15th and 20th Street)
- » The paved Munsel Creek Bike Path from Quince Street to W Park Drive and 17th Street
- » The paved path within Pine Street right-of-way between 27th Street and 28th Street
- » A paved trail from Spruce Street to 29th Street with access to Munsel Greenway Park, with a companion path from US 101 and 27th Street to Spruce Street
- » 12th Street shared-use path, an engineered wood fiber chip path between Kingwood Street and Rhododendron Drive
- » An unpaved path from Meares Street to the Pacific Ocean
- » An unpaved beach path from Blanco Street to the Pacific Ocean

BICYCLE ACCESSIBILITY FOR DESTINATIONS

Accessibility to key destinations within Florence are described below:

- » **Downtown Florence** – The closer that a destination is to the downtown core of the city south of OR 126, the better the bicycle accessibility. The downtown area has the highest density of bicycle infrastructure of any part of the city, as well as a complete street grid. Downtown destinations include City Hall, Siuslaw Public Library, and the Bay Street commercial district and riverfront area.
- » **Schools and Parks** – All three schools in the Siuslaw School District are located on Oak Street between 20th Street and 35th Street, as well as the Florence campus for Lane Community College. There are bike lanes on Oak Street to 25th Street, covering all schools except for Siuslaw Elementary School. These schools are more challenging for bicyclists to reach from the east side of US 101, unless they're able to cross at the RRFB at 25th Street, 30th Street, or at a signalized intersection. Miller Park, located south of Oak Street along the multi-use path and at 15th Street, has a safe bike path immediately next to the park but lacks a connection to reach the path.
- » **Grocery Stores** – All grocery stores in Florence are located on US 101, which has a complete bike lane network. However, these bike lanes may not be low-stress facilities for all users given the vehicle volumes and speeds, as well as the need to cross US 101 to either access or depart the store.
- » **Casino** – the Three Rivers Casino off OR 126 has bike lanes that may not be low-stress facilities for all users, and there are limited locations for people to cross the highway.
- » **Pacific Ocean** – The primary beach accesses are on either side of the mouth of the Siuslaw River. There are no beach accesses in or around Florence that have low-stress bicycle accesses.



BICYCLE GENERATORS AND ROUTES

Traffic counts conducted at the study intersections on June 3, 2021 include the total number of bicyclists that entered the intersection in 15-minute intervals. Table 3 summarizes the bicycle crossing volume data for the overall count period (6:00 a.m. to 10:00 p.m.) as well as the pedestrian peak hour for each individual intersection.

Unlike the pedestrian volumes shown in Table 2, bicyclist volumes are reasonably steady across all of Florence. The two notable locations are at the OR 126/North Fork Siuslaw Road intersection, where very few bicyclists were recorded, and at the US 101/30th Street intersection, where approximately two times as many bicyclists were counted than at any other study intersection. The 13 peak hour bicyclists here included eight northbound riders and five southbound riders. While these counts were collected while school was fully remote due to the COVID-19 pandemic, we may expect to see a bump of bicyclists at this intersection during the mid-afternoon period when school is released.

Table 3. Bicycle Volumes at Study Intersections

| ID | Intersection | Bicycle Peak Hour | Peak Hour Volumes | Daily Volumes (6:00AM-10:00PM) |
|----|-------------------------------------|-----------------------|-------------------|--------------------------------|
| 1 | US 101/Heceta Beach Rd | 10:30-11:30 a.m. | 9 | 21 |
| 2 | US 101/Munsel Lake Rd | 4:15-5:15 p.m. | 5 | 17 |
| 3 | US 101/46 th St | 4:15-5:15 p.m. | 8 | 31 |
| 4 | US 101/35 th St | 4:15-5:15 p.m. | 8 | 33 |
| 5 | US 101/30 th St | 2:00-3:00 p.m. | 13 | 64 |
| 6 | US 101/27 th St | 2:30-3:30 p.m. | 7 | 32 |
| 7 | US 101/15 th St | 5:15-6:15 p.m. | 9 | 28 |
| 8 | US 101/OR 126 | 10:45-11:45 a.m. | 7 | 21 |
| 9 | US 101/Rhododendron Dr | 10:30-11:30 a.m. | 7 | 27 |
| 10 | US 101/2 nd St | 5:45-6:45 p.m. | 7 | 27 |
| 11 | OR 126/Quince St | 10:15-11:15 a.m. | 6 | 31 |
| 12 | OR 126/Spruce St | 8:15-9:15 p.m. | 6 | 30 |
| 13 | OR 126/North Fork Siuslaw Rd | various | 1 | 5 |
| 14 | Rhododendron Dr/35 th St | 6:00-7:00 p.m. | 6 | 26 |
| 15 | Rhododendron Dr/9 th St | 2:15-3:15 p.m. | 6 | 21 |
| 16 | Rhododendron Dr/Heceta Beach Rd | 11:00 a.m.-12:00 p.m. | 5 | 16 |
| 17 | Kingwood St/35 th St | 10:45-11:45 a.m. | 4 | 24 |
| 18 | Kingwood St/27 th St | 12:15-1:15 p.m. | 4 | 19 |
| 19 | Kingwood St/15 th St | 12:00-1:00 p.m. | 7 | 26 |
| 20 | Kingwood St/9 th St | 10:45-11:45 a.m. | 5 | 33 |

EXISTING GAPS AND DEFICIENCIES

Streets with no bicycle facilities or intermittent bicycle facilities force cyclists to share the travel lane with motor vehicles or use the shoulder if available. In many cases, this is not a desirable option for cyclists due to narrow lane widths or uneven pavement conditions. Adequate bicycle



facilities should be provided to allow for safe travel between neighborhoods and essential destinations. The following provides a summary of the existing gaps and deficiencies in the bicycle system:

- » There are several arterial and collector streets that currently have gaps in the bike lanes along one or two sides of the roadway. These streets include:
 - » Heceta Beach Road from Rhododendron Drive to US 101
 - » Munsel Lake Road from US 101 to N Fork Siuslaw Road
 - » Rhododendron Drive from Wildwoods Street to Heceta Beach Road
 - » Oak Street from 20th Street to Siuslaw Middle School Driveway
 - » Spruce Street from OR 126 to 25th Street (currently has sharrows)
 - » Spruce Street from 37th Street to 42nd Street
 - » 15th Street from Kingwood Street to US 101

In addition, the *Blueprint for Urban Design* lays out a series of steps for determining the most appropriate bicycle facility for a given state facility. The purpose of the BUD is create bike facilities that are responsive to local land use contexts and roadway characteristics over establishing more rigid rules for what is and is not allowed. Given the land use and transportation characteristics on both US 101 and OR 126, however, a standard bike lane is not sufficient without a parallel low-stress facility. US 101 has a parallel facility between 9th Street and 46th Street, but none to the north or south of this segment. OR 126 has no parallel facility.

Additional gaps and deficiencies in the bicycle network will be identified through discussions with the project advisory committee and the general public, as well as the Florence Planning Commission and City Council.

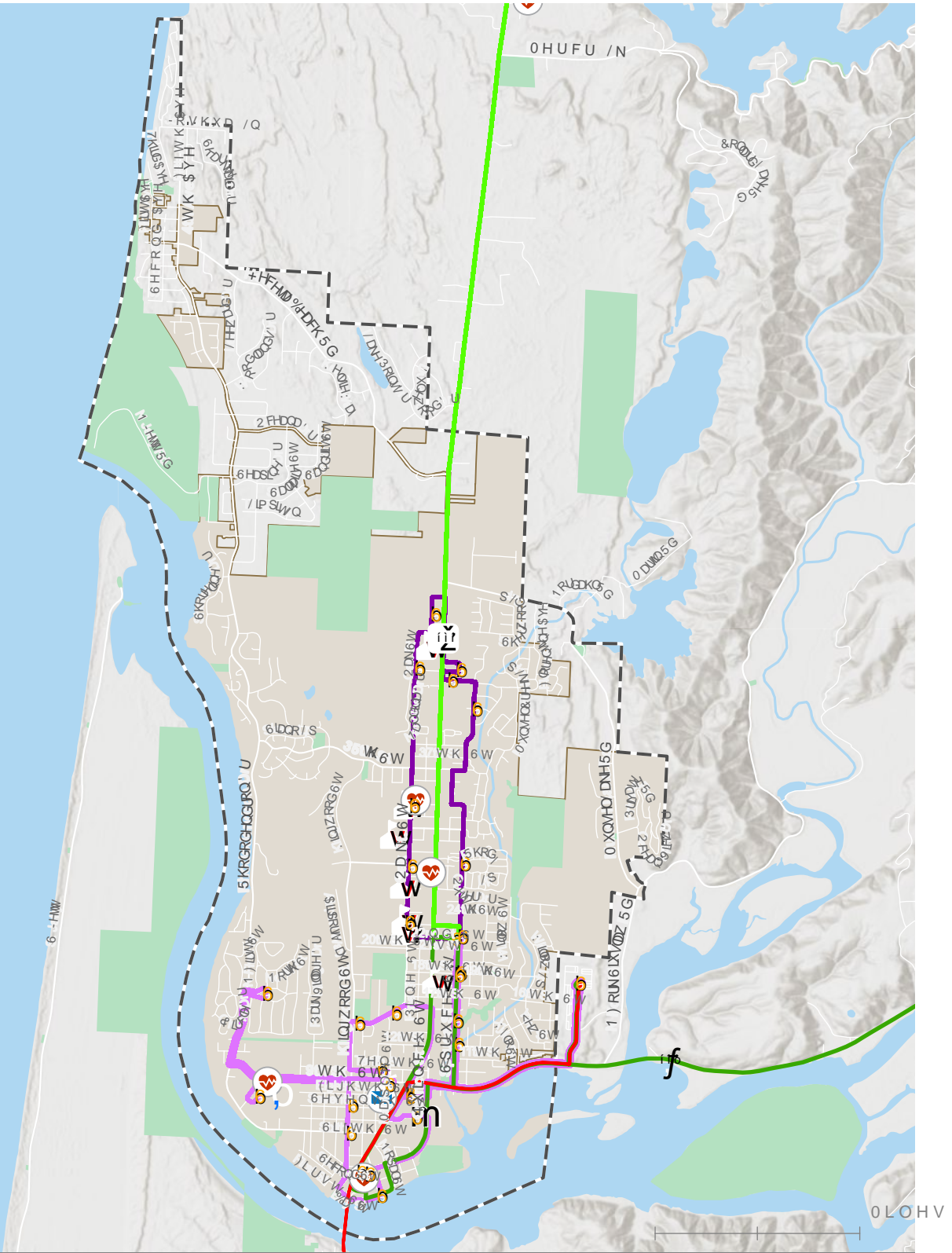
Community Identified Needs

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.

- » Need to improve bike facilities across Siuslaw River Bridge and along Oak Street, Rhododendron Drive, Bay Street
- » Need bike facilities that connect Spruce Street to Casino Access road

Public Transportation

Three different transit operators – Rhody Express, Link Lane, and Coos County Area Transit – operate a total of five bus routes in Florence. These routes are a mixture of local and intercity service, providing connections to other transit services outside of the city. All transit routes and stops are shown in Figure 12.



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TRANSIT SERVICE AND FACILITIES

Local Service

The Rhody Express, a joint partnership between the City of Florence and Lane County and operated by River Cities Taxi, provides two local fixed-route transit lines in the city: a North Loop and a South Loop. Service is provided on weekdays only from 10am-6pm on both routes. The North Loop serves areas north of 21st Street, along US 101, Spruce Street, and Oak Street, between the Grocery Outlet and Fred Meyer. The South Loop serves areas south of 21st Street, along Spruce Street, US 101, 9th Street, Rhododendron Drive, Kingwood Street, and Quince Street, circulating between Grocery Outlet, Safeway/Dunes Village Center, Peace Health Campus, the Old Town District, and Three Rivers Casino. Fares are \$1 for a single trip and \$2 for a day pass. Each loop operates on 60-minute headways, as shown in the schedule in Table 4.

Table 4. Rhody Express Schedule

| Rhody Express – North Loop Departure Times | | | | | | | |
|--|--|----------|--|------------|--|----------------|--|
| Florence Food Share | | Bi-Mart | | Fred Meyer | | Grocery Outlet | |
| 10:38 AM | | 10:45 AM | | 10:47 AM | | 10:58 AM | |
| 11:38 AM | | 11:45 AM | | 11:47 AM | | 11:58 AM | |
| 12:38 PM | | 12:45 PM | | 12:47 PM | | 12:58 PM | |
| 1:38 PM | | 1:45 PM | | 1:47 PM | | 1:58 PM | |
| 2:38 PM | | 2:45 PM | | 2:47 PM | | 2:58 PM | |
| 3:38 PM | | 3:45 PM | | 3:47 PM | | 3:58 PM | |
| 4:38 PM | | 4:45 PM | | 4:47 PM | | 4:58 PM | |
| 5:38 PM | | 5:45 PM | | 5:47 PM | | 5:58 PM | |

| Rhody Express – South Loop Departure Times | | | | | | | |
|--|-------------|----------|----------|----------|----------|----------|------------|
| Grocery Outlet | Dollar Tree | Library | Hospital | Old Town | Safeway | Casino | Food Share |
| 10:00 AM | 10:05 AM | 10:10 AM | 10:17 AM | 10:23 AM | 10:28 AM | 10:33 AM | 10:38 AM |
| 11:00 AM | 11:05 AM | 11:10 AM | 11:17 AM | 11:23 PM | 11:28 AM | 11:33 AM | 11:38 AM |
| 12:00 PM | 12:05 PM | 12:10 PM | 12:17 PM | 12:23 PM | 12:28 PM | 12:33 PM | 12:38 PM |
| 1:00 PM | 1:05 PM | 1:10 PM | 1:17 PM | 1:23 PM | 1:28 PM | 1:33 PM | 1:38 PM |
| 2:00 PM | 2:05 PM | 2:10 PM | 2:17 PM | 2:23 PM | 2:28 PM | 2:33 PM | 2:38 PM |
| 3:00 PM | 3:05 PM | 3:10 PM | 3:17 PM | 3:23 PM | 3:28 PM | 3:33 PM | 3:38 PM |
| 4:00 PM | 4:05 PM | 4:10 PM | 4:17 PM | 4:23 PM | 4:28 PM | 4:33 PM | 4:38 PM |
| 5:00 PM | 5:05 PM | 5:10 PM | 5:17 PM | 5:23 PM | 5:28 PM | 5:33 PM | 5:38 PM |

Intercity Service

Link Lane, a transit service operated by the Lane Council of Governments, runs two intercity bus routes that both terminate in Florence. The Eugene-Florence Connector provides bus service between Florence and Eugene along OR 126, with stops in Veneta and Mapleton. The Eugene-Florence Connector runs twice a day and operates seven days a week. Stops in Florence are located at Three Rivers Casino, in Old Town Florence (at the Bay Street/Laurel Street intersection), and at the Grocery Outlet, which provides a transfer to both Rhody Express routes. A one-way ticket between Florence and Eugene is \$5, and a one-way ticket between Florence and Mapleton is \$1.



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The Florence-Yachats Connector provides bus service between Florence and Yachats along US 101. The Florence-Yachats Connector runs four times a day and operates Monday through Saturday. The only stop in Florence is located at the Grocery Outlet, which connects to both Rhody Express routes, as well as the Eugene-Florence Connector. A one-way ticket is \$2.50, and all day service is \$5. The Link Lane transit schedule is shown in Table 5.

Table 5. Link Lane Intercity Transit Schedule

| Eugene-Florence Connector Departure Times | | | | | | |
|---|-----------------|----------|----------|---------------------|-------------------|----------------|
| Eugene Amtrak | Downtown Eugene | Veneta | Mapleton | Three Rivers Casino | Old Town Florence | Grocery Outlet |
| 7:25 AM | 7:32 AM | 7:59 AM | 8:39 AM | 8:59 AM | 9:16 AM | 9:23 AM |
| 11:05 AM | 10:57 AM | 10:30 AM | 9:50 AM | 9:32 AM | -- | 9:26 AM |
| 3:30 PM | 3:37 PM | 4:04 PM | 4:44 PM | 5:04 PM | 5:21 PM | 5:28 PM |
| 7:09 PM | 7:02 PM | 6:35 PM | 5:55 PM | 5:37 PM | -- | 5:31 PM |

| Florence-Yachats Connector Departure Times | | | | |
|--|----------------------|----------|----------------------|-------------------------|
| Grocery Outlet Florence | Washburne State Park | Yachats | Washburne State Park | Grocery Outlet Florence |
| 7:30 AM | 8:00 AM | 8:30 AM | 8:50 AM | 9:20 AM |
| 10:30 AM | 11:00 AM | 11:30 AM | 11:50 AM | 12:20 PM |
| 2:45 PM | 3:15 PM | 3:45 PM | 4:05 PM | 4:35 PM |
| 5:35 PM | 6:05 PM | 6:35 PM | 6:55 PM | 7:25 PM |

Additionally, Coos County Area Transit (CCAT) operates the Florence Express, intercity bus service between North Bend and Florence along US 101, with stops in Lakeside, Winchester Bay, Reedsport, and Gardiner. The Florence Express runs twice a day and runs Monday to Saturday. Reservations are strongly encouraged, and passengers may request route deviations. Stops in Florence are located at the Grocery Outlet (which connects to all other transit service in Florence) and Three Rivers Casino. Fares are zone-based, meaning that longer trips will cost more money. A one-way ticket between Florence and Coos Bay is \$12. Table 6 includes the Florence Express schedule with selected stops.

Table 6. Florence Express Intercity Transit Schedule

| Florence Express Departure Times | | | | | | |
|----------------------------------|----------|----------------|-----------|----------|----------------|---------------------|
| North Bend | Lakeside | Winchester Bay | Reedsport | Gardiner | Grocery Outlet | Three Rivers Casino |
| 7:30 AM | 8:04 AM | 8:14 AM | 8:30 AM | 8:38 AM | 9:10 AM | 9:20 AM |
| 11:21 AM | 10:48 AM | 10:36 AM | 10:22 AM | 10:10 AM | 9:38 AM | 9:30 AM |
| 3:30 PM | 4:04 PM | 4:14 PM | 4:30 PM | 4:38 PM | 5:10 PM | 5:20 PM |
| 7:21 PM | 6:48 PM | 6:36 PM | 6:22 PM | 6:10 PM | 5:38 PM | 5:30 PM |



TRANSIT CONNECTIVITY

The two intercity transit providers – Link Lane and CCAT, provide access to communities to the north, south, and east of Florence, including Eugene, Coos Bay, and Yachats. In these three communities, transit passengers can connect directly to the following transit providers:

Lane Transit District

Lane Transit District (LTD) is the primary transit provider for the Eugene/Springfield metropolitan area. LTD operates 28 bus routes, including one bus rapid transit line and six regional routes to destinations across Lane County, such as McKenzie Bridge, Junction City, and Cottage Grove.

CCAT

CCAT is the transit provider for Coos County and the Coos Bay/North Bend area. In addition to local bus service and the intercity route to Florence, CCAT provides bus service to Roseburg, and to Coquille and Myrtle Point.

Lincoln County Transit

Lincoln County Transit provides service to Newport, Lincoln City, and Yachats with Lincoln County, as well as a joint partnership with Benton Area Transit to provide daily intercity service between Newport, Corvallis, and Albany.

Pacific Crest Lines

Pacific Crest Lines operates daily service between Bend and Eugene. The once-a-day service arrives from Bend at 9:45 AM and the Greyhound station in Springfield and terminates at the Eugene Amtrak station at 10:10 AM. Service then returns to Bend, departing the Amtrak station at 11:10 AM and from the Greyhound station at 11:20 AM.

Amtrak

The Eugene Amtrak station connects to *Cascades* service (running from Vancouver, B.C. to Eugene via Seattle and Portland) and to *Coast Starlight* service (running from Seattle to Los Angeles via Portland, Sacramento, and San Jose). Additional details and schedules for Amtrak service in Eugene are covered in more detail in the Rail inventory section below.

Oregon POINT

Oregon POINT bus service, operated by Amtrak, operates four daily routes, includes Cascades service between Portland and Eugene. Additional details and schedules for POINT service in Eugene are covered in more detail in the Rail inventory section below.

ADDITIONAL TRANSIT SERVICES

On-Demand/Door-to-Door Transit Services

River Cities Taxi, located at 1699 Pine Street in Florence, provides door-to-door taxi services in Florence and destinations beyond seven days a week from 7:00 AM to 3:00 AM. The company operates five vehicles and has wheelchair accessible vans. River Cities Taxi also partners with LTD's RideSource paratransit service to fulfill rides within Florence.

Paratransit Services

Rhody Express offers dial-a-ride services for people who live within three-quarters of a mile of Rhody Express service and have a disability that prevents them from riding the bus. For people who qualify, Rhody Express offers paratransit services within Florence. Rides can be coordinated through LTD's RideSource paratransit program.



EXISTING GAPS AND DEFICIENCIES

Local and intercity bus service provides connections within Florence, as well as to Eugene, Coos Bay, and Yachats. For intercity service, however, service is primarily focused on the morning and evening peak hours. Both the Eugene-Florence Connector and the Florence Express intercity routes provide service during the 9:00 AM hour and the 5:00 PM hour with nothing during the middle of the day. While the Florence-Yachats Connector does provide midday service, Yachats is a community of approximately 1,000 people with limited employment opportunities. Additional service to Eugene and to Coos Bay, areas with considerably larger populations than Florence, would provide better transportation access to jobs, medical care, education, and recreation opportunities.

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.

- » Provide transit shelters at more stops
- » Provide additional amenities (shelters, benches, trash cans, etc.) at the Grocery Outlet, Safeway, Florence Event Center, and US 101/OR 126 stops
- » Increase service frequency along US 101 at Munsel Lake Road
- » Provide transit service along Rhododendron Drive and Heceta Beach Road
- » Provide stops along Rhododendron Drive at Exploding Whale Park, N Jetty Road, Woodlands Drive, Shelter Cove Way, 35th Street, Driftwood Shores Resort
- » Provide a stop for the Eugene airport
- » Provide more publicity on connection to Eugene and Yachats
- » Provide more publicity/discussion on value of public transportation options

Freight Generators

Freight plays a major role in Florence's transportation network. With two state highways that operate as freight routes, as well as several freight generators within the city, freight needs are broad and significant.

FREIGHT GENERATORS

There are several freight generators within Florence, shown in Figure 13 below. These include:

- » **Port of Siuslaw:** The Port of Siuslaw, located off of 1st Street immediately to the east of Old Town Florence, is a publicly-chartered special district with commercial and sport boat moorages.
- » **Florence Municipal Airport:** The airport, which serves twin-engine aircraft and small jets, averages approximately 134 aircraft operations per week and is home to 25 aircraft.



- » **Florence Industrial Park:** The Florence Industrial Park, located off Pacific View Drive, is a partially developed industrial area currently owned by the Port of Siuslaw. Currently, there are two industrial businesses located there: a motor vehicle hydraulics and pump cylinders company, and a machine shop.
- » **Grocery stores (Safeway, Grocery Outlet, Bi-Mart, and Fred Meyer):** These four grocery stores are all located along US 101.

CONNECTING ROADS

The Port of Siuslaw, located on Harbor Street, connects with Quince Street, a wide, two-lane road with approximately 20-foot lanes. Quince Street provides a direct connection to US 101 and OR 126, both of which are freight routes.

The Florence Municipal Airport is located off Kingwood Street, a two-lane road with approximately 12- to 14-foot lanes. To the south, Kingwood Street connects with 9th Street, providing access to US 101 and OR 126. To the north, Kingwood Street connects with 35th Street, providing access to US 101.

The Florence Industrial Park is located on Pacific View Drive, a two-lane road with approximately 12-foot lanes, connects with Kingwood Street, a two-lane road with approximately 12- to 14-foot lanes. To the south, Kingwood Street connects with 9th Street, providing access to US 101 and OR 126. To the north, Kingwood Street connects with 35th Street, providing access to US 101.

The four grocery stores in Florence are all located along US 101. Only one of these stores, Safeway, is located along a portion of US 101 that is designated as a freight route. However, US-101 is a four- to five-lane facility that freight vehicles can navigate.

MAJOR COMMODITIES

Historically, the largest commodities at the Port of Siuslaw have been fishing and timber, with agricultural products and quarried rock products being other major commodities to travel through Florence (although not necessarily through the Port). In addition to these commodities, recreation and tourism are major drivers of the Port in the 21st century.

INTERMODAL FACILITIES

Intermodal connectors are roadways that provide the “last-mile” connection between the NHS network and major intermodal freight facilities, such as ports, airports, and rail yards. There are no intermodal connectors within 50 miles of Florence. The closest intermodal connections are located in Portland and Eugene, although an intermodal facility is being proposed in Millersburg.

Rail

RAIL FACILITIES

There are no rail facilities within the Florence UGB. There is currently no active freight rail running through Florence and the nearest passenger rail is located in Eugene/Springfield. The Coos Bay Rail Link, a 134-mile rail line which runs between Eugene and Coos Bay and is operated by the Port of Coos Bay, crosses the Siuslaw River approximately 2.5 miles east of Florence.



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Passenger rail service is provided by Amtrak, with the nearest stations located in Eugene/Springfield. Amtrak operates the *Cascades* (Vancouver, BC to Eugene) and *Coast Starlight* (Seattle to Los Angeles), though some scheduled trips are partial segments of the entire route. Amtrak also operates *Cascades POINT* bus service between Portland and Eugene.

Table 7. Weekday Bus and Train Schedule at Eugene Amtrak Station

| Service | Type | Direction | Arrival Time | Departure Time |
|------------------------|-------|------------|--------------|----------------|
| Cascades POINT | Bus | Southbound | 12:30 AM | -- |
| Cascades | Train | Northbound | -- | 5:30 AM |
| Cascades POINT | Bus | Northbound | -- | 8:15 AM |
| Cascades POINT | Bus | Southbound | 9:35 AM | -- |
| Cascades POINT | Bus | Northbound | -- | 11:45 AM |
| Coast Starlight | Train | Northbound | -- | 12:37 PM |
| Cascades POINT | Bus | Northbound | -- | 1:10 PM |
| Cascades | Train | Southbound | 1:50 PM | -- |
| Cascades POINT | Bus | Southbound | 2:50 PM | -- |
| Cascades | Train | Northbound | -- | 4:30 PM |
| Coast Starlight | Train | Southbound | 5:08 PM | -- |
| Cascade POINT | Bus | Southbound | -- | 6:00 PM |
| Cascade POINT | Bus | Southbound | 7:50 PM | -- |
| Cascades | Train | Southbound | 8:40 PM | -- |

Air Transport

AIR FACILITIES

The Florence Municipal Airport is the lone aviation facility in the city. The airport has a single, 3,000-foot paved and lighted runway and is open 24 hours a day, 7 days a week. The airport is home to 25 aircraft – 21 single engine planes, two helicopters, one multi-engine plane, and one jet plane – and there are an average of 134 aircraft operations per week.

According to the Oregon Aviation Plan, the Florence Municipal Airport is classified as a Local General Aviation Airport (Category IV). According to the plan, these airports “support primarily single-engine general aviation aircraft, but they are capable of accommodating smaller twin-engine general aviation aircraft. These airports support local air transportation needs and special-use aviation activities.”

2010 Airport Plan

The City of Florence adopted an Airport Master Plan Update in February 2010, and this plan created a punch list of investments for upgrading the airport. Table 8 below describes these projects and whether they have been completed.



Table 8. Florence Municipal Airport Master Plan Update Project List

| Project | Description | Complete? |
|---|---|-----------|
| Runway and Taxiway Extension (Phase 1) | Construct the 400-foot north runway extension with a 200-foot displaced threshold for obstruction clearance. | No |
| Runway and Taxiway Extension (Phase 2) | Eliminate the 200-foot displaced threshold for Runway 15 by removing approximately 87,100 cubic yards of material from the sand dune. | No |
| Runway and Taxiway Extension (Phase 3) | Remove approximately 116,200 cubic yards of additional material from the sand dune. | No |
| Non-precision Instrument Approach | The development of an instrument approach is recommended for Runway 15/33. | No |
| Terminal Apron Reconfiguration & Expansion | The main apron will be reconfigured and expanded southward to increase current aircraft parking capacity, improve aircraft circulation within the apron, and meet FAA design standards. | Yes |
| North Landside Development Area | The preferred alternative includes space reserved for development of additional conventional hangars, T-hangars and aircraft apron. As currently planned, the north landside area provides storage capacity for approximately 60 additional aircraft. | No |
| Parallel Taxiway Lighting | The parallel taxiway will be equipped with blue edge lighting or reflective edge markers. | Yes |

Surface Water Plan

The Siuslaw River is a navigable waterway that connects Florence to other inland communities as well as the Pacific Ocean. For 16.5 miles, the Siuslaw River is an officially designated federal waterway and is maintained as a navigation project by the US Army Corps of Engineers with local sponsorship by the Port of Siuslaw. The remainder of the approximately 720 square mile Siuslaw river drainage basin falls within the district boundary of the Port of Siuslaw. Approximately five miles of the lower Siuslaw River system flows through the City of Florence.

The US 101 Siuslaw River Bridge crosses the river at River Mile (RM) 4.5. This drawbridge structure can be opened to accommodate waterborne commerce, primarily fishing boats. The Coos Bay Rail Link railroad line crosses the river on the Cushman swing bridge at RM 8.2. OR 126 crosses the Siuslaw River in Mapleton at RM 20.7. The Mapleton Bridge and shallow water upstream effectively limit waterborne commerce at that point.

The US Coast Guard Station Siuslaw and coast Guard Auxiliary Flotilla provide motor lifeboat service and safety patrols on the Siuslaw River and coastal waters. Station Siuslaw is located at RM 1.5 in Florence. US Coast Guard Air Operations utilize the Florence Municipal Airport to support training and air/sea rescue operations.

The US Army Corp of Engineers maintains the federal waterway project on the Siuslaw River. Two rock jetties protect the mouth of the river. The authorized navigation waterway consists of an 18' deep x 300' wide entrance channel, a 16' deep x 200' wide channel to the Florence Turning Basin at RM 5.0, and a 12' x 150' wide channel extending upriver to RM 16.5. At RM 15.8, the channel widens into a turning basin 12' deep x 300' wide. The project was first authorized in 1910 with several later modifications. Annual maintenance dredging is performed on the lower



reaches of the river with smaller amounts of dredging taking place upriver at less regular intervals. The Port of Siuslaw sponsors the federal water project on the Siuslaw River and maintains the only authorized upriver dredged material disposal site.

FACILITIES

The Port operates marine, industrial, commercial, and recreational facilities. As of 2013, these included:

Marine Facilities

- » A 51-slip commercial and 53-slip recreational marina (dredged in 2008)
- » A 22,000 square foot commercial wharf renovated in 2013
- » A two-ton hoist located on the wharf
- » A commercial forklift and workboat
- » A three-lane public boat launch with 160' of transient vessel dock
- » A 240' of concrete boarding float installed in 2011
- » A 10,000-gallon capacity (4,000-gallon gas and 6,000-gallon diesel) marine fueling station
- » 500' of riverfront bulkhead underlying the boardwalk
- » 758' of concrete transient vessel dock installed in 2009

Industrial Land

- » Pacific View Industrial Park, a 38-acre site located three miles northwest of the Port

Commercial Facilities

- » The 0.71-acre Boardwalk property, comprised of a 28,000 square foot open grass space, the 585' boardwalk, and adjacent 199 space parking lot
- » Two leased restaurant buildings located on the wharf (6,000 square feet and 5,000 square feet)
- » A 1,200 square foot leased retail building directly across the street from the wharf
- » A 5,000 square foot leased retail/commercial building near the RV campground entrance

Recreation Facilities

- » A 103-site waterfront RV Campground, with a new 9,500 square foot, 12-site hiker-biker camp completed in 2013
- » A 1,800 square foot district office building that also houses the campground and marina office, and a rentable 450 square foot conference room
- » A 1,920 square foot maintenance shop
- » A 1,900 square foot warehouse building
- » The Port also owns and maintains two small pocket parks in Old Town, Anchor Park and Mariner's Plaza, as well as a 100 square foot building which is used by the US Coast Guard Auxiliary and Oregon Department of Fish & Wildlife and is located adjacent to the boat launch.



FUNDING

The Port's current budget document shows \$2,479,489 in resources (revenues) and \$1,225,007 in requirements (expenditures) for the 2021-22 fiscal year and projects \$3,565,593 in resources and \$2,080,177 in requirements for the upcoming 2022-23 fiscal year.

OPERATIONAL CONCERNS

The Port's operational concerns, according to its *Strategic Business Plan*, are more tied to finance than to waterway operations. The Port's timber wharf, constructed in 1966, underwent major repairs to address structural deficiencies and to add an estimated 30 years to its service life. This repair work cost \$1.8 million. While current commercial leases are helping cover this cost, a total wharf replacement was estimated to cost \$6 million and would be beyond what the Port currently makes from its commercial leases. As the plan noted at the time, "many Oregon port marinas charge rates that are sufficient to cover operations and maintenance costs, but few charge enough to cover facility replacement." The plan found that market was likely not strong enough to support increased moorage fees to cover operating and capital costs, which puts the Port in a financially precarious position.

PROJECTS

The Port's *Strategic Business Plan*, adopted in June 2013, outlined a five-year capital plan for marine, commercial fishing, and recreation activities. Large items are detailed below:

Bulkhead Repair

The Port constructed a bulkhead to protect the Harbor Street parking lot (located in the southeast corner of the Harbor Street/1st Street intersection), as well as riverfront campground sites. The plan notes that this is a vital facility for the Port, but because it does not generate any revenue, it poses a challenge to pay for repairs and replacement. For the Port, a safe and functional bulkhead is essential to the smooth operations. Total project costs at the time were estimated to be \$1.5 million, and no funding had been secured at the time that the plan was released.

Replace Debris and Shear Booms at Marina

At the time that the plan was released, the Port was using recovered logs as debris booms during the winter season to protect the marinas from floating debris. The installation and removal of these logs is a challenge and navigating around these logs are a challenge for boaters. The Port had researched light weight options as a more effective debris booms and was seeking \$600,000 to replace their existing debris booms.

Assessing Feasibility of Decommissioning Mapleton Facility

As of 2013, the Port owned a 140' transient vessel dock with 12 space parking lot in Mapleton. No portion of this facility was generating revenue for the Port. The Port is planning to study the decommissioning of the Mapleton facility or to transfer ownership of the facility to another entity.

Investigate Feasibility of Enhancing Commercial Fishing Opportunities

As of 2013, the Port was struggling to maintain commercial fishing operations. There were 10 active commercial boats catching albacore tuna and Dungeness crab, and projections at the time expected commercial fishing growth to remain flat. The Port sought to develop a sustainable business model to help grow the local commercial fishing industry and drive up market prices.



Complete Siuslaw Estuary Trail

The City of Florence and the Port of Siuslaw have long sought to improve public access to the Siuslaw River. A proposed multi-use path would connect downtown Florence to the Three Rivers Casino, utilizing the Port's waterfront recreational areas. The path would begin at the Siuslaw Interpretive Center, head east through downtown, across the Port riverfront, connect with the Munsel Creek path at OR 126 and terminate at the Three Rivers Casino. In 2013, the path's total estimated cost was \$678,000, which included an estimated cost of \$94,000 along Port property.

Since 2013, cost estimates for this trail have exceeded \$1,000,000. The city received a Recreational Trails Program grant from the Oregon Parks and Recreation Department for constructing Phase 1 of this project, from OR 126 at Redwood Street to Quince Street between Harbor Street and 6th Street.

Funding Inventory

This section summarizes information on transportation funding in Florence. This information provides context for evaluating projects and defining priorities that will allow Florence to use all funding opportunities and maximize current resources to preserve and improve the transportation system.

Transportation revenue in Florence primarily consists of state revenue from the state gas tax and local revenue from a transportation system development charge (SDC). Increases in state revenues will depend primarily on gas consumption, although the city can expect increased transit funding to support the Rhody Express.

STATE TRANSPORTATION REVENUES

The primary state revenue source is the state gas tax. State gas taxes are comprised of proceeds from excise taxes imposed by the state and federal government to generate revenue for transportation funding. The proceeds from these taxes are distributed to Oregon counties and cities in accordance with Oregon Revised Statute (ORS) 366.764, by county registered vehicle number, and ORS 366.805, by city population. The Oregon Constitution states that revenue from the state gas tax is to be used for the construction, reconstruction, improvement, maintenance, operation and use of public highways, roads, streets, and roadside rest areas.

ODOT's Statewide Transportation Improvement Fund (STIF), created out of HB 2017, funds public transportation improvements across the state. Formula funding is distributed based on a combination of population and payroll. Funding for Lane County (all transit services except Lane Transit District) is projected in Table 9 below. This includes money for the Rhody Express and for Link Lane.

Table 9. Projected STIF Funding Allocation for Transit Services in Lane County (Excluding LTD)

| Qualified Entity | FY 2024 | FY 2025 | FY 2026 | FY 2027 |
|------------------------------|-----------|-----------|-----------|-----------|
| Lane County (outside of LTD) | \$582,633 | \$613,571 | \$640,230 | \$671,536 |



LOCAL TRANSPORTATION REVENUES

Table 10 below provides the city's street fund budget revenues for the three most recent fiscal years. In addition to a beginning balance, there are five types of revenues, as outlined below:

- » **Franchise Fees:** Solid waste processing
- » **Intergovernmental:** Intergovernmental revenues include the transfer of funds from one government entity to the City of Florence. Typically, this has involved federal government grants (such as grant funding from the American Rescue Plan and from the CARES Act related to the COVID-19 pandemic) and state government formula funding and grants (such as state highway apportionment funding and safe routes to school funding).
- » **Charges for Services:** In 2009, the City Council passed a street light fee that is charged as part of the city's utility bills. This fee covers the cost of electricity to power street lighting. This was later transitioned into a street maintenance fee in 2012 with Ordinance 2, Series 2012 and Resolution 12, Series 2012. This fee is for the electrical costs associated with the public street light illumination and of the maintenance of the existing roadways. Monthly fees are collected from both residential and non-residential customers. Other services here include the city's plan review process and off-site inspection work.
- » **Miscellaneous Income:** Miscellaneous funds are identified as interest income and as "other income."
- » **Transfers:** Transfers are coming from the city's transportation system development charges, described in more detail below.

Table 10. City of Florence Historic Street Fund Revenues

| Revenue Types | FY 2019-20 | FY 2020-21 | FY 2021-22 |
|-----------------------------|--------------------|--------------------|--------------------|
| Beginning Balance | \$383,404 | \$215,854 | (\$80,600) |
| Franchise Fees | \$82,642 | \$115,576 | \$123,440 |
| Intergovernmental | \$603,688 | \$1,030,064 | \$1,689,824 |
| Charges for Services | \$497,956 | \$468,539 | \$478,571 |
| Miscellaneous | \$4,900 | \$149,552 | \$58,925 |
| Transfers | \$380,000 | \$100,000 | \$90,000 |
| Total | \$1,952,590 | \$2,079,585 | \$2,360,160 |

Table 11 below provides the city's street fund budget expenditures for the three most recent fiscal years. There are three types of revenues, as outlined below:

- » **Personnel:** These expenditures relate to employee salaries as well as benefits, such as Social Security, medical insurance costs, and workers compensation.
- » **Materials & Services:** This category covers a number of items, the largest of which include Public Works administrative services, utilities, traffic control devices, and contractual services.
- » **Capital Outlay:** These costs are tied to construction projects, such as street preservation and multi-modal improvements (such as sidewalk construction and adding bike lanes).
- » **Transfers:** This accounts for funds going to debt service.



Table 11. City of Florence Historic Street Fund Expenditures

| Revenue Types | FY 2019-20 | FY 2020-21 | FY 2021-22 |
|---------------------------------|-------------|-------------|-------------|
| Personnel | \$83,944 | \$63,004 | \$21,500 |
| Materials & Services | \$631,406 | \$674,847 | \$500,820 |
| Capital Outlay | \$847,986 | \$1,012,313 | \$1,301,183 |
| Transfers | \$173,400 | -- | \$409,508 |
| Total | \$1,736,736 | \$1,750,164 | \$2,233,011 |

As these two tables show, revenues are exceeding expenditures, and both revenues and expenditures have been rising over the past three fiscal years. Two of these three years are fully within the COVID-19 pandemic, which may lead to higher grant funding from the federal government than would typically be expected.

TRANSPORTATION SYSTEM DEVELOPMENT CHARGES

The primary local revenue source is from Transportation SDCs. Transportation SDCs are fees assessed on developments for impacts to the transportation infrastructure. All revenue is dedicated to transportation capital improvement projects designed to accommodate growth. The City can offer SDC credits to developers that provide public improvements beyond the required street frontage, including those that can be constructed by the private sector at a lower cost. For example, SDC credits might be given for providing off-site improvements, such as sidewalks and bike lanes that connect the site to nearby transit stops. Florence uses the revenue from SDCs on eligible projects that cannot be funded by other means.

Attachments

- A. Population and Land Use Inventory

ATTACHMENT A: POPULATION AND LAND USE INVENTORY

TECH MEMO #3A: TRANSPORTATION INVENTORY – ATTACHMENT A

Date: April 2, 2023

To: Wendy Farley-Campbell, Shirley Gray, Erin Reynolds, and Mike Miller, City of Florence
Michael Duncan, Oregon Department of Transportation

From: Darci Rudzinski and Brandon Crawford, MIG

Project: City of Florence Transportation System Plan Update

Subject: Final Tech Memo #3A: Transportation System Inventory – Attachment A

Lands and Population Inventory

This memorandum presents land and population inventory information for areas within the Florence urban growth boundary (UGB). This information will be used to support efforts to update the Florence Transportation System Plan (TSP).

BUILDABLE LANDS INVENTORY

A buildable lands inventory was produced to identify the number of properties and acres that have development potential within the Florence UGB. This type of land use inventory will also help inform and identify transportation policy and/or infrastructure needs for the TSP. The study area included all tax lots in the Florence UGB. County tax assessor data was used to identify and classify properties into the following categories:

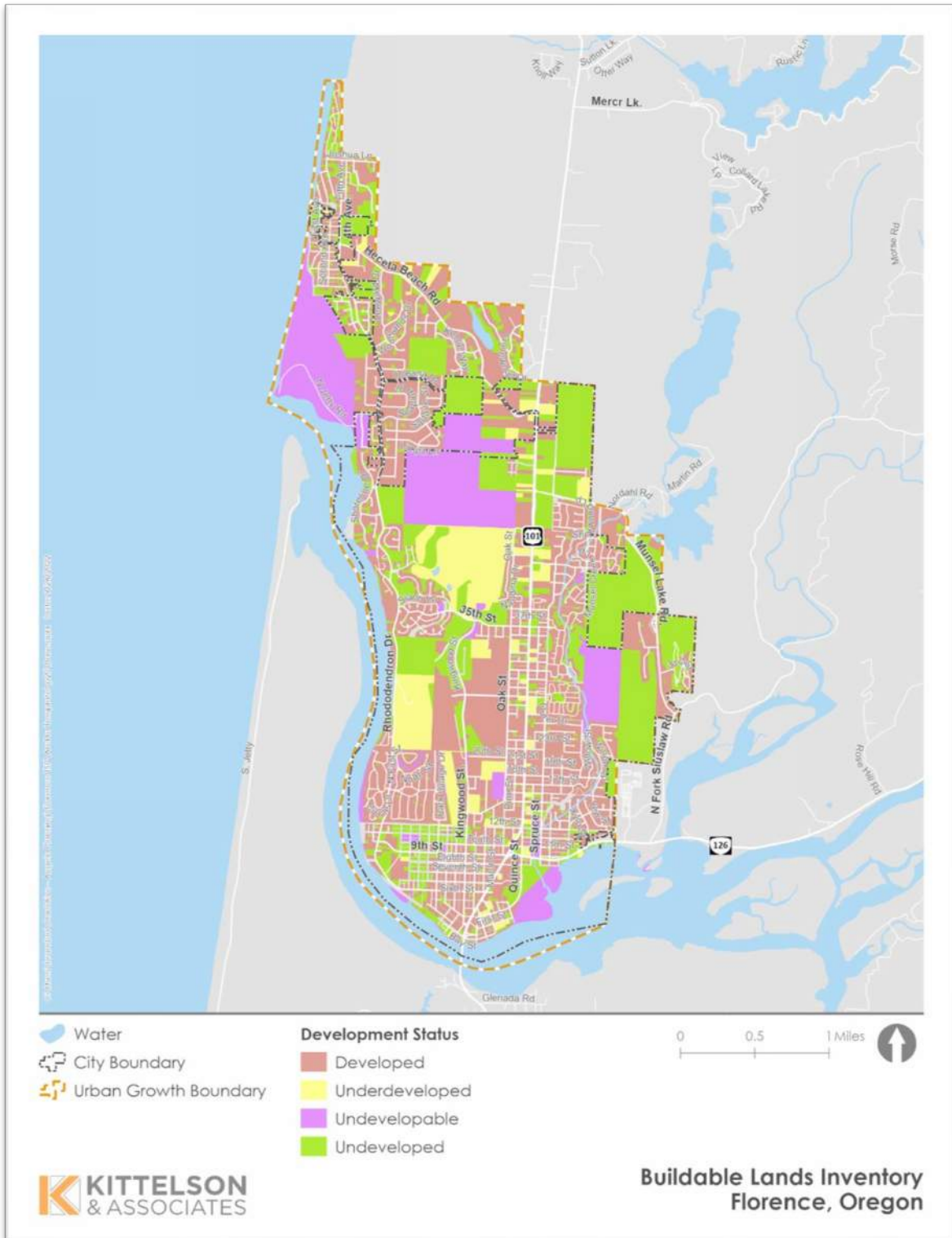
- » **Undeveloped:** Land with an improvement value less than or equal to \$10,000 and at least 5,000 square feet in size.
- » **Underdeveloped:** Land with a land value to improvement value ratio of 2:1 and greater than ½ acre in size.
- » **Undevelopable:** Properties (or portions of properties) that are in natural resource zoning categories, which include Open Space, Natural Estuary, and Conservation Estuary zones. Undevelopable Properties also include parks and open space, regardless of zone.
- » **Developed:** All other land that does not fall under one of the categories above.

As shown in Table 1 and Table 2, the City has a substantial amount of land and properties that may accommodate further development. An estimated 1,164 properties and roughly 1,694 acres are considered developable (this includes “undeveloped” and “underdeveloped” properties). Most development potential is in residential zones, representing over half of the undeveloped properties and most of the undeveloped acreage in the UGB. Furthermore, most undeveloped properties appear to be located further from the City center and closer to the City limits and UGB. Due to the comparatively high volume of vacant (i.e., undeveloped) properties that are in residential zones, the City can assume most future development will be residential. Figure 1 illustrates the buildable lands inventory for Florence.



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Figure 1: Florence Buildable Lands Inventory





CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Table 1: Development Status of Properties in the Florence UGB by Land Use Type

| Land Use Type | Undeveloped | Underdeveloped | Developed | Undevelopable | Total |
|-------------------------|-------------|----------------|-----------|---------------|-------|
| Commercial | 310 | 40 | 4 | 916 | 1,270 |
| Industrial | 62 | 4 | 7 | 62 | 135 |
| Natural Resource | 0 | 0 | 53 | 0 | 53 |
| Residential | 729 | 19 | 18 | 5,384 | 6,150 |
| Total | 1,101 | 63 | 83 | 6,362 | 7,609 |

Table 2 Development Status Acreage in the Florence UGB by Land Use Type

| Land Use Type | Undeveloped | Underdeveloped | Developed | Undevelopable | Total |
|----------------------------------|-------------|----------------|-----------|---------------|---------|
| Commercial | 173.3 | 58.9 | 3.9 | 230.7 | 466.8 |
| Industrial | 113.2 | 134.5 | 44.6 | 114.5 | 406.8 |
| Natural Resource and Farm | 0 | 0 | 1,319.4 | 0 | 1,319.4 |
| Residential | 1,005.6 | 209.5 | 25.3 | 1,580.7 | 2,821.1 |
| Grand Total | 1,292.1 | 402.9 | 1,393.2 | 1,925.9 | 5,014.1 |

ZONING & COMPREHENSIVE PLAN DESIGNATIONS

The City has a wide range of zoning and comprehensive plan designations, as shown in Figure 2 and Figure 3. As depicted in both figures, most of the City's residential land is zoned for low- and medium- density residential. Most of the low-density residential is located toward the fringes of the City limits and UGB, whereas higher densities are concentrated toward the urban core, particularly along US 101. In addition, commercial zones are also largely located along US 101 and near high-density residential. Industrial zones and comprehensive plan designations are concentrated to the west of US 101, between high density and natural resource zones. Table 3 lists of the City's zoning designations with a brief description of and purpose of each district.

Table 3: Florence Zoning Designation Descriptions

| Zone | Zone Purpose |
|--|--|
| Low Density Residential (LDR) | The Low Density Residential District is intended to provide a quality environment for low density, urban residential uses and other Planned Unit Development as determined to be necessary and/or desirable. This zone allows single-family detached dwellings and manufactured dwellings. |
| Medium Density Residential (MDR) | The Medium Density Residential District is intended to provide a quality environment for medium density, urban residential uses and other compatible land uses determined to be necessary and/or desirable. This zone allows single-family attached dwellings, duplexes, and manufactured homes. |
| Mobile Home/Manufactured Home Residential (RMH) | The Mobile Home/Manufactured Home Residential District is intended to provide mobile home/manufactured home owners and owners of other pre-manufactured homes an alternative to renting space in a mobile home/manufactured home park. It is further the intent of this District to |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

establish areas within the City for permanent installations of mobile homes/manufactured homes, primarily for resident owners, and to establish certain design features enabling mobile homes/manufactured homes to blend with conventional housing.

High Density Residential (HDR)

The High Density Residential District is intended to provide a quality environment for high density, urban residential uses together with other compatible land uses determined to be necessary and/or desirable. This zone allows every housing type allowed in the city, and permits single-family detached as a conditional use and multifamily (5+ units) through site plan review.

Neighborhood Commercial District (NC)

The Neighborhood Commercial District is intended to enhance the livability of residential areas by providing for small neighborhood businesses to serve the frequently recurring needs of residents. In general, Neighborhood Commercial is intended to be a small scale, neighborhood shopping center with more than one business, although a single, multi-purpose convenience store would also qualify. Neighborhood Commercial is not intended to be combined with a residence or to be located in a converted residence or garage.

Commercial District (C)

The Commercial District is intended to preserve and enhance areas within which a wide range of retail sales and businesses will occur.

Highway District (H)

The Highway District includes the area adjacent to US 101 and OR 126. Highway frontage is recognized as an item of major concern that needs individual attention in order to serve the public interest and deal with its special nature and character.

Old Town District

The Old Town District is intended to provide an area for pedestrian oriented, mixed land uses. Areas A and B are located near or along the waterfront and comprise the historic old town with generally smaller scale structures than Area C. The Old Town District is also intended to encourage restoration, revitalization, and preservation of the District.

Marine District

The Marine District is primarily intended to provide for water dependent commercial, recreational, and industrial uses. In addition, this District provides for certain water related uses which are most appropriately located near a water dependent use or in areas near the estuary. Such water related uses may not be directly dependent upon access to a water body, but do provide or use goods or services that are directly associated with water dependent uses.

Natural Estuary District (NE)

The purpose of the Natural Estuary District (NE) is to assure the protection of significant fish and wildlife habitats and continued biological productivity of the estuary and to accommodate the uses which are consistent with these objectives. The boundaries of the NE District are determined by the natural estuarine features. The NE District includes all major tracts of salt marsh, tide flats, eelgrass and algae beds.



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Conservation Estuary (CE)

The purpose of the Conservation Estuary District (CE) is to provide for the long-term use of the estuary's renewable resources in ways which do not require major alteration of the estuary. Providing for recreational and aesthetic uses of the estuarine resources as well as maintenance and restoration of biological productivity are primary objectives in this District. The boundaries of the CE District are defined by natural features.

Development Estuary (DE)

The primary purpose of the Development Estuary District (DE) is to provide for navigational needs and public, commercial, and industrial water-dependent uses which require an estuarine location. Uses which are not water dependent which do not damage the overall integrity or estuarine resources and values should be considered, provided they do not conflict with the primary purpose of the District. The DE District is designed to apply to navigation channels, sub-tidal areas for in-water disposal of dredged material, major navigational appurtenances, deep water areas adjacent to the shoreline and areas of minimal biological significance needed for uses requiring alteration of the estuary.

Limited Industrial

The Limited Industrial District is intended to provide areas for manufacturing, assembly, packaging, warehousing, and related activities that do not create a significant detrimental impact on adjacent districts.

Airport Development (AD)

The purpose of the Airport Development Zone is to encourage and support the continued operation and vitality of the Florence Municipal Airport by allowing certain airport-related commercial and recreational uses in accordance with state law.

Open Space (OS)

The Open Space District is intended to protect urban open space buffers, park and recreation lands, natural resource lands, and lands reserved for later development. This District is intended to be used in conjunction with the Comprehensive Plan. Where, for example, the Plan designates an area for urban development, the application of this District would be interim; when the land becomes available for development, a rezoning could be considered. Where this Open Space District is consistent with the Plan's land use designation, it is intended that this District would preserve such land permanently in open space use.

Waterfront/Marine (WF/M)

The Waterfront/Marine District is intended to allow a mix of water-dependent, water related, and water-oriented uses along the Siuslaw River Estuary. The WF/M zone, while allowing up to 50% of the zone to be used for non-water-dependent or non-water related uses, will continue to be the community's center for water-dependent and water-related activities and will continue to provide access for such uses to the Siuslaw River Estuary in Florence.

Professional Office/Institutional

The Professional Office/Institutional Zoning District provides for the establishment of offices, medical, and other institutional uses, limited accessory services for worker's convenience and public space. A medium to



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high density residential option is available when such can be achieved through innovative design and include significant natural resource protection.

Pacific View Business Park

The Pacific View Business Park District is intended to provide areas for offices, service businesses, light industrial and manufacturing, and research and development facilities with the goal of providing businesses and industries that provide family-wage year-round employment.

Coast Village

The Coast Village District is intended to provide a quality environment for residential uses and other compatible land uses within the Coast Village development. Coast Village began as a campground and has evolved into a residential community that accommodates permanent and seasonal residents; it is a unique residential community that allows a blend of recreational vehicles and conventional single-family homes, surrounded by greenbelt buffers between each lot to maintain a park-like setting.

North Commercial

The North Commercial District is intended to provide opportunities for commercial uses of a larger scale within planned commercial developments. Uses are intended to serve the traveling public and the needs of residents for major retail shopping opportunities. This district, while recognizing pre-existing development on existing parcels, encourages consolidation of parcels to promote planned commercial developments and discourages uses that require substantial outdoor display or storage.

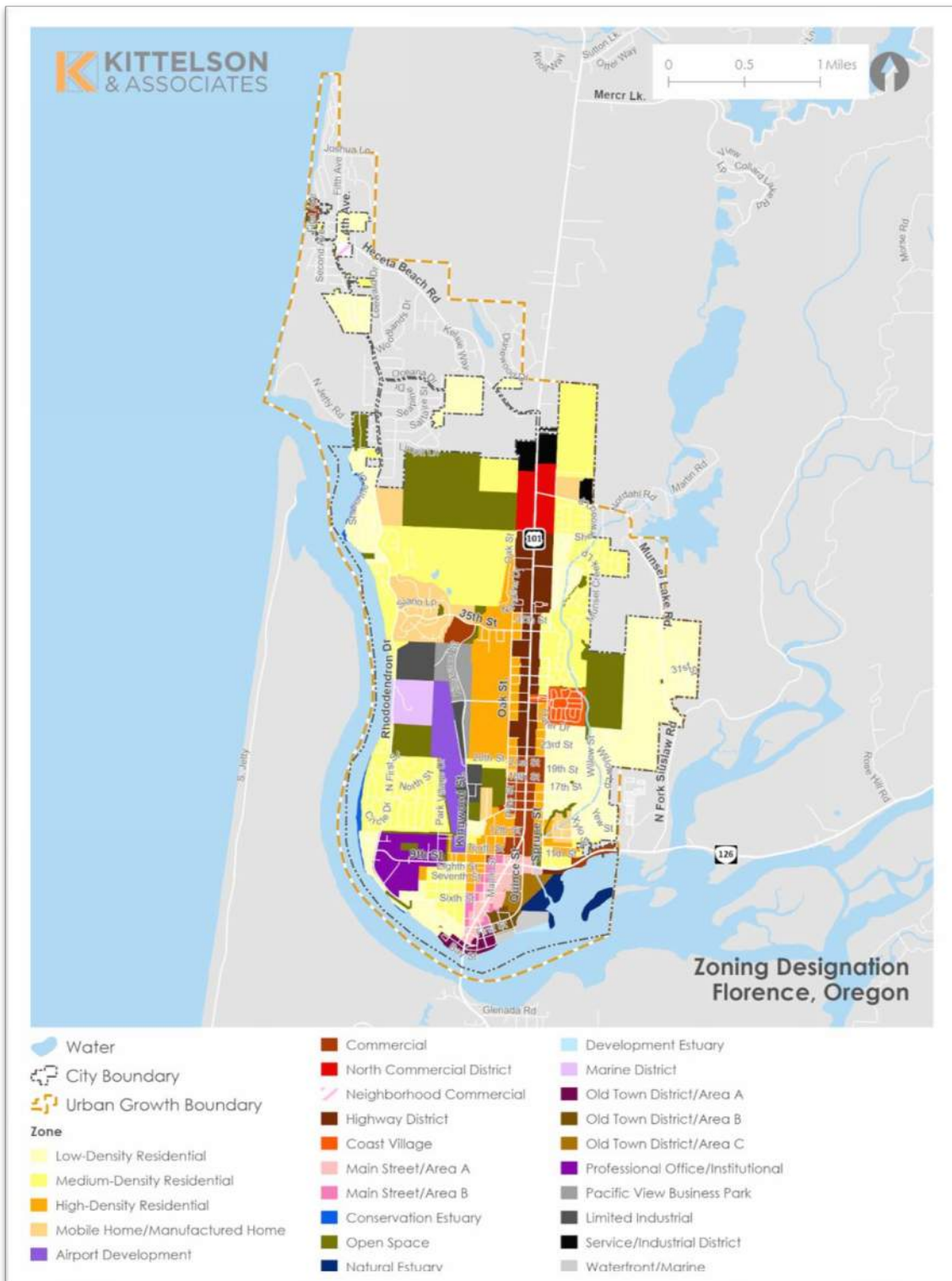
Service Industrial

The purpose of this District is to provide an area within the City for large-lot industrial uses, particularly those associated with construction and development, while providing a visually pleasing north entrance into Florence, and maintaining through traffic flow on Highway 101.



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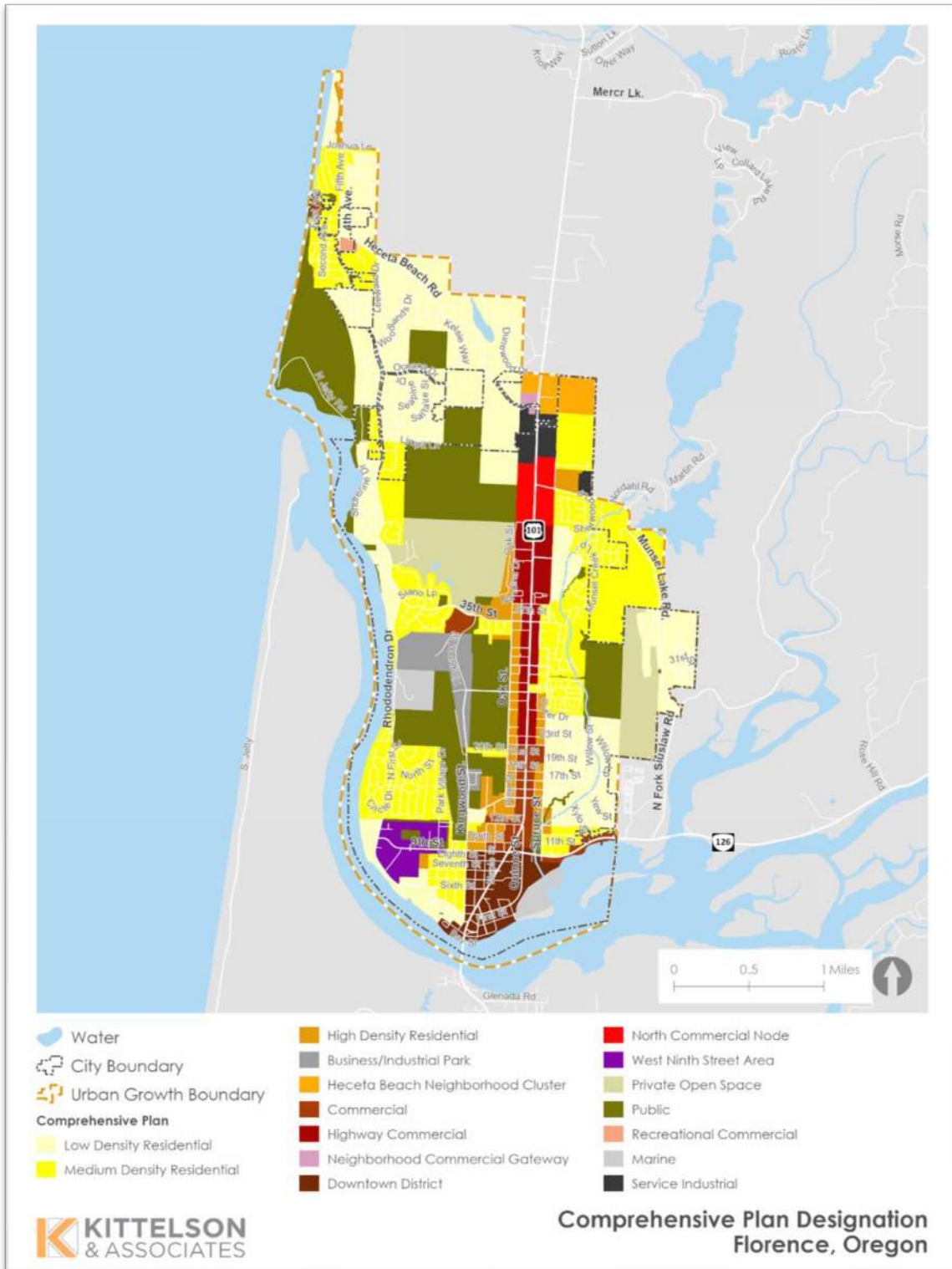
Figure 2: City of Florence Zoning Designations





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Figure 3: Comprehensive Plan Designation in the Florence Urban Growth Boundary





NATURAL RESOURCES AND HAZARDS

Existing natural resources and environmental features influence the siting, construction, and cost of transportation improvements. As depicted in Figures 4 through 8, the City's natural resource and hazard areas are largely concentrated along the Siuslaw River and estuary area that makes up the southern border of the UGB. Most of the resource and hazard constraints are overlapping wetlands, floodplains, and tsunami evacuation areas.^{1,2} The City does not have many landslide risks or steep slopes.³ Most wetlands that are located outside of the floodplain or tsunami area are within parks or dedicated open spaces.⁴

ACTIVITY CENTERS

Connecting residents and workers to services they use on a daily basis can be accomplished by well-considered land use planning. Activity centers where the transportation network should support multi-modal and accessible public transportation are shown in Figure 9. Key activity centers in the City of Florence include:

- » Siuslaw Public Library
- » Florence Post Office
- » Florence Events Center
- » Florence schools and education facilities
- » Florence Hospital and emergency services
- » Florence public parks

As shown in Figure 9, most of the activity centers in the city are concentrated around US 101 through the center of town. Most of the city's commercial and retail services are located along US 101 as well, which serves as the city's commercial corridor. Other activity centers are near the southern end of town around the junction of 9th Street and US 101, including the Florence Events Center and the library.

¹ Oregon Flood Zones:

<https://spatialdata.oregonexplorer.info/geoportal/details?id=ff1020590e3e4f8b96a02fba8ed85e1a>

² Tsunami Evacuation Zones:

<https://spatialdata.oregonexplorer.info/geoportal/details?id=2a536e89e9ea4b20ac3ac424a44c92d2>

³ Oregon Department of Geology and Mineral Industries:

<https://spatialdata.oregonexplorer.info/geoportal/details?id=f20fe1f6573248c5b6c580c2f1738cae>

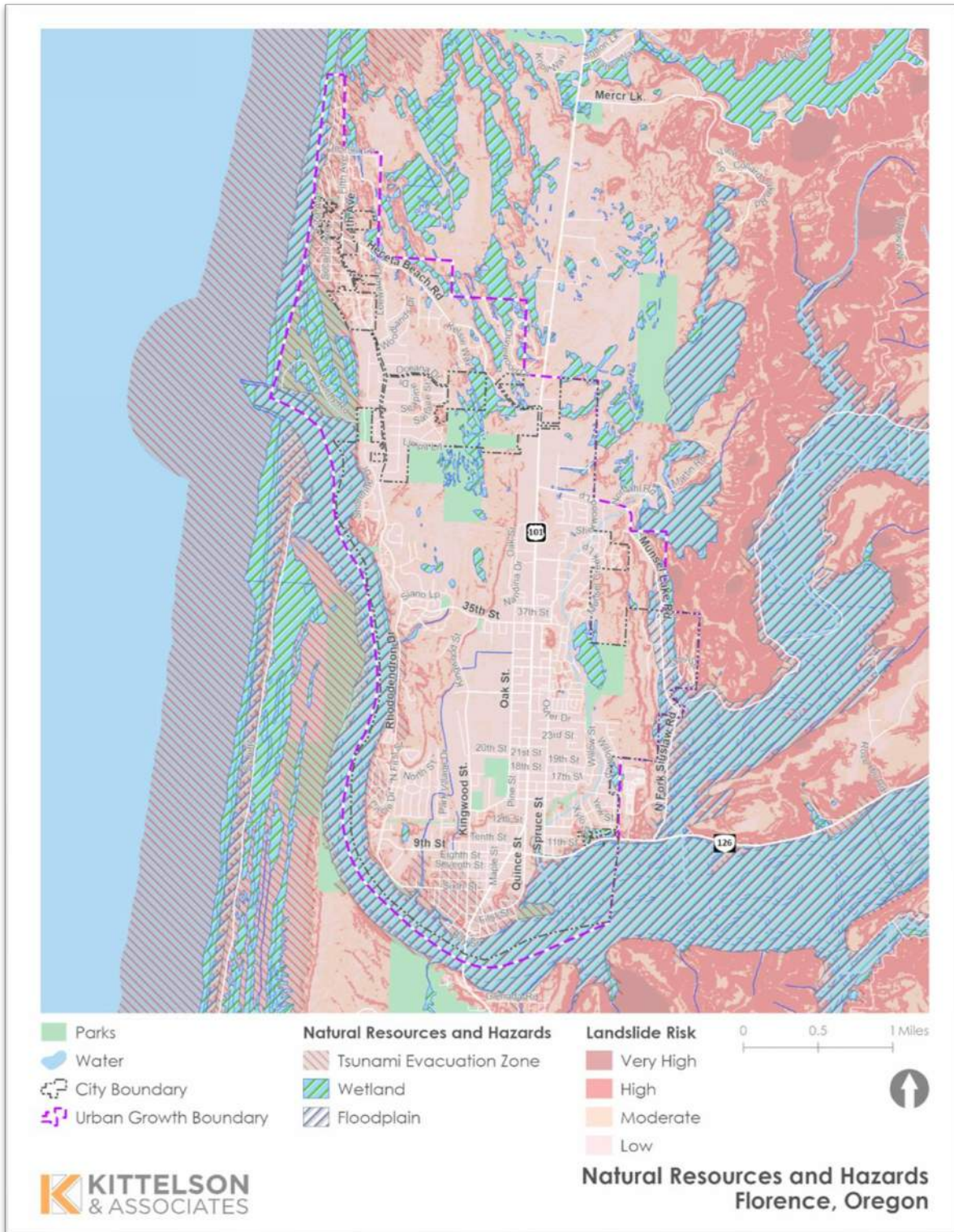
⁴ Oregon Wetlands Database:

<https://spatialdata.oregonexplorer.info/geoportal/details?id=51b33a5392404b8f83be5a36b5d25e72>



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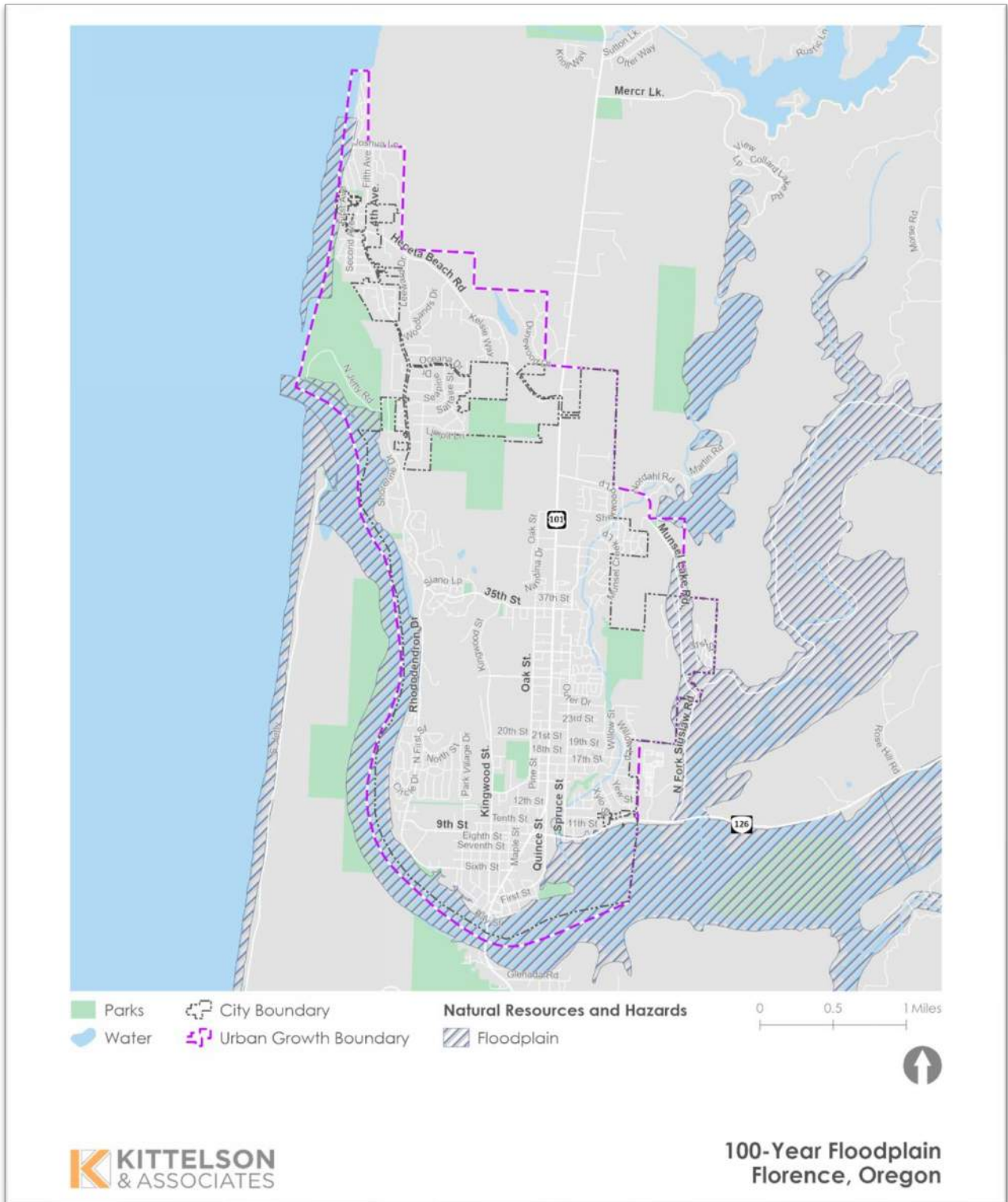
Figure 4: All Natural Resources and Environmental Hazards/Constraints





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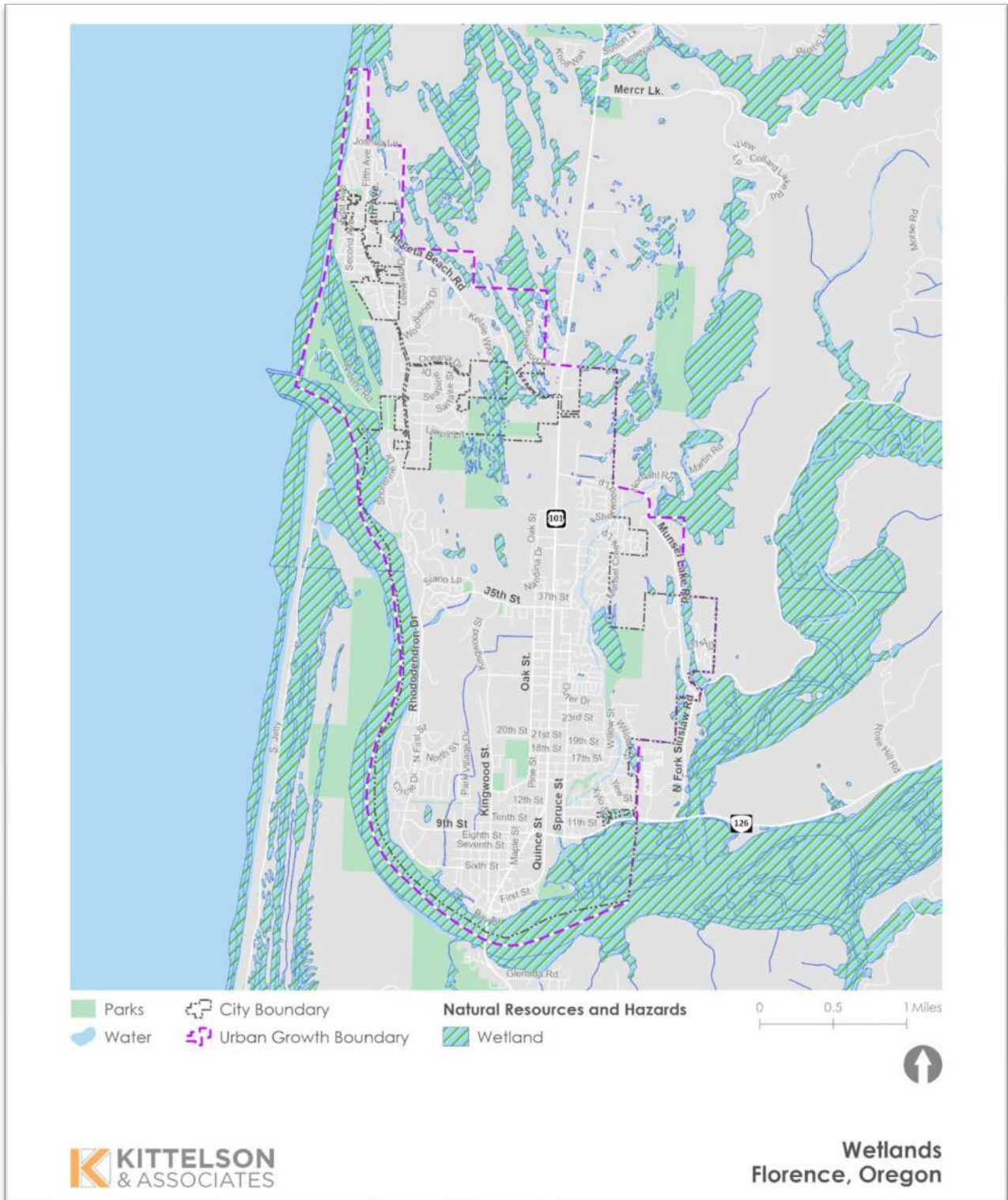
Figure 5: 100-Year Floodplains in Florence





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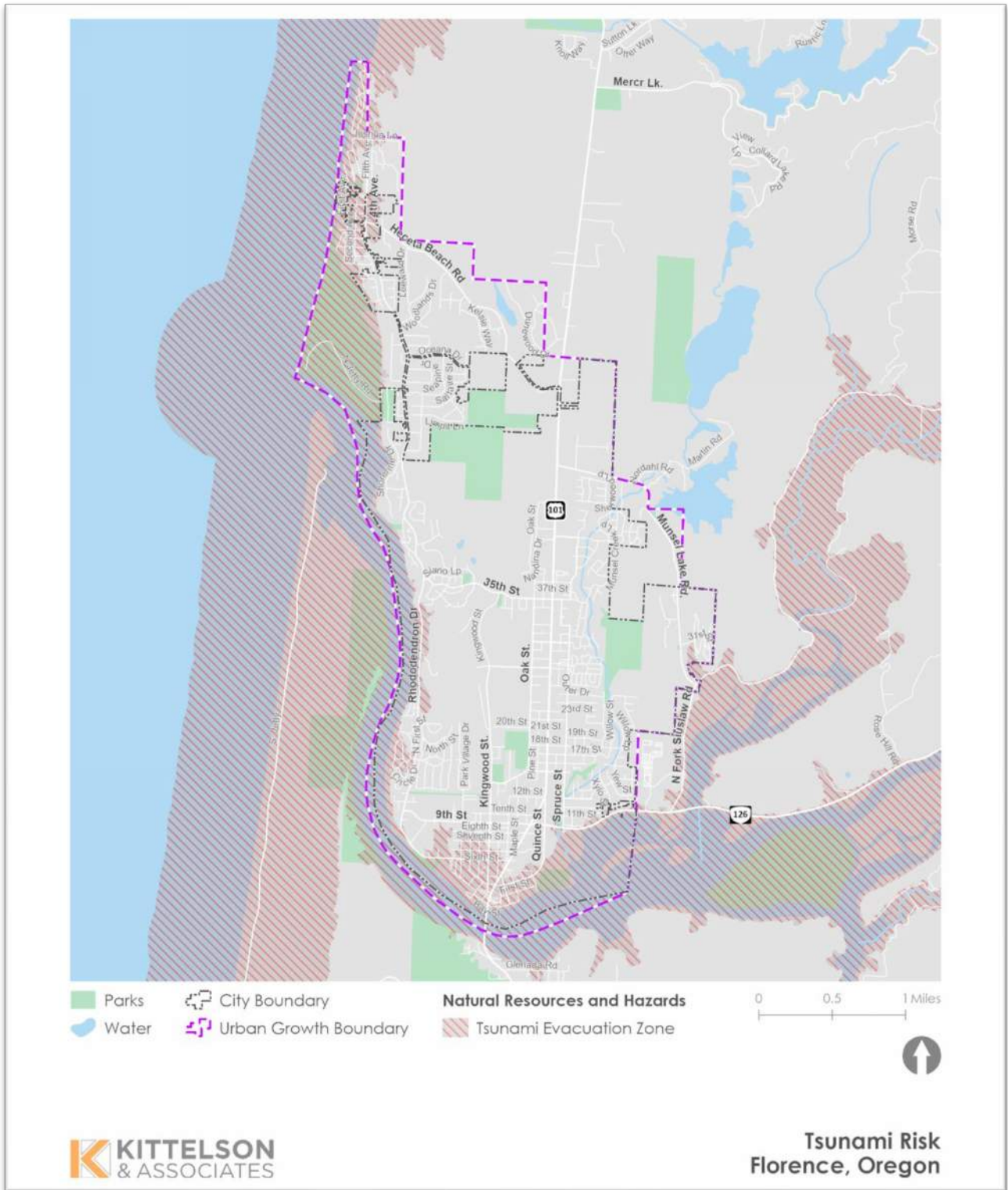
Figure 6: Wetlands in Florence





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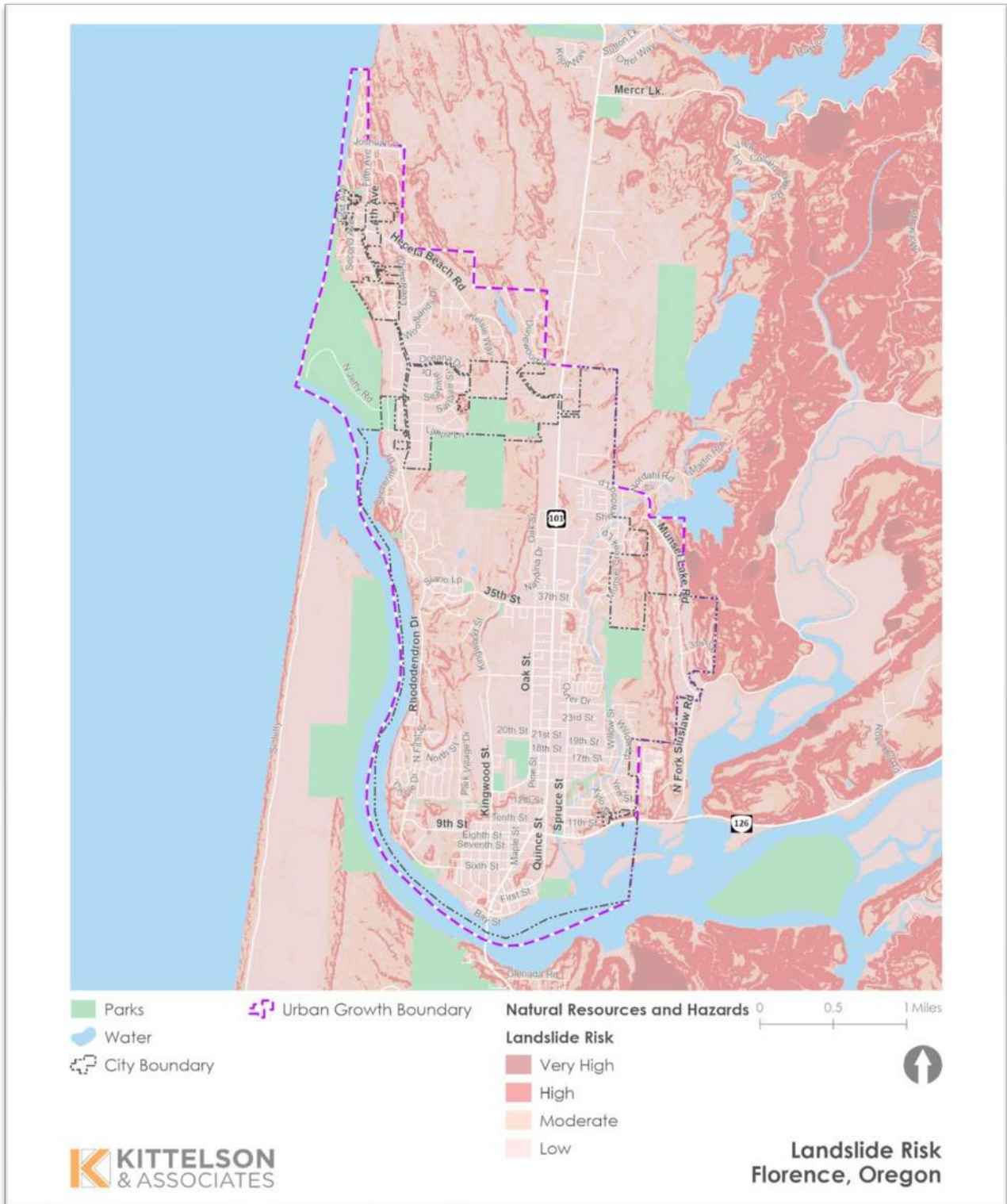
Figure 7: Tsunami Evacuation Areas in Florence





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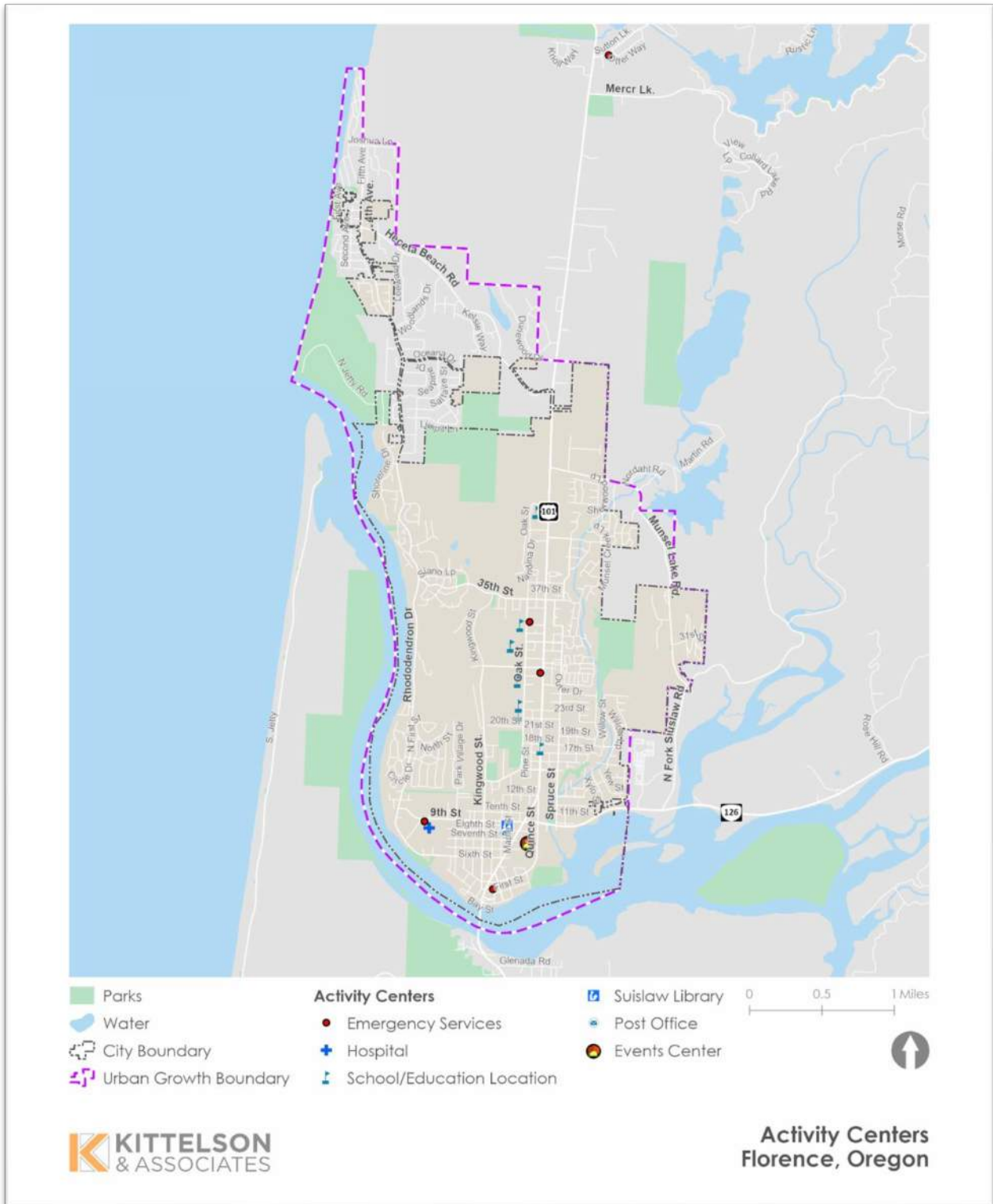
Figure 8: Landslide Hazard Areas in Florence





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Figure 9: Activity Centers





GENERAL POPULATION

Florence is located on the Oregon Coast in Lane County, bound by the Pacific Ocean to the west and the Oregon Coast Range and Siuslaw National Forest to the east. As of the 2020 census, Florence is home to an estimated 9,396 residents, and the Portland State University Population Research Center (PRC) estimates the City's 2020 population within the UGB at 11,182 residents.

Table 4 compares Florence's 10-year population growth with Lane County and Oregon. Since 2010, Florence has experienced population growth at twice the rate of the rest of Lane County, and the City's growth is roughly on pace with the rest of Oregon. Overall, Florence grew by about 11% since 2010, which represents an estimated 930 people.

Table 4: Florence Population Growth

| Geography | 2010 Population | 2020 Population | 2010-2020 Change | |
|------------------------|-----------------|-----------------|------------------|---------|
| | | | Number | Percent |
| State of Oregon | 3,831,074 | 4,237,256 | 406,182 | 10.6% |
| Lane County | 351,715 | 370,192 | 18,477 | 5.2% |
| Florence | 8,466 | 9,396 | 930 | 11.0% |

Source: 2010 US Census, 2020 US Census

The PRC develops long-term coordinated population forecasts for Oregon's UGBs on a routine basis. PRC forecasted population figures for Florence and Lane County are provided in Table 5. The PSU PRC population methodology addresses places within a UGB individually; forecasts for areas outside UGBs are consolidated into a single forecast. Florence is forecasted to grow at a slower rate than the rest of Lane County in the next 10 years, however the City is expected to grow at a faster rate than the County over the next 20 years.

Table 5. Florence Population Forecasts (% growth)

| | 2010 | 2020 | 2030 | 2040 |
|---------------------|---------|----------------|-----------------|----------------|
| Lane County | 351,715 | 370,192 (5.2%) | 412,045 (11.3%) | 434,846 (5.5%) |
| Florence UGB | 10,327 | 11,182 (7.6%) | 11,904 (6.5%) | 13,304 (11.8%) |

Source: PSU Population Research Center

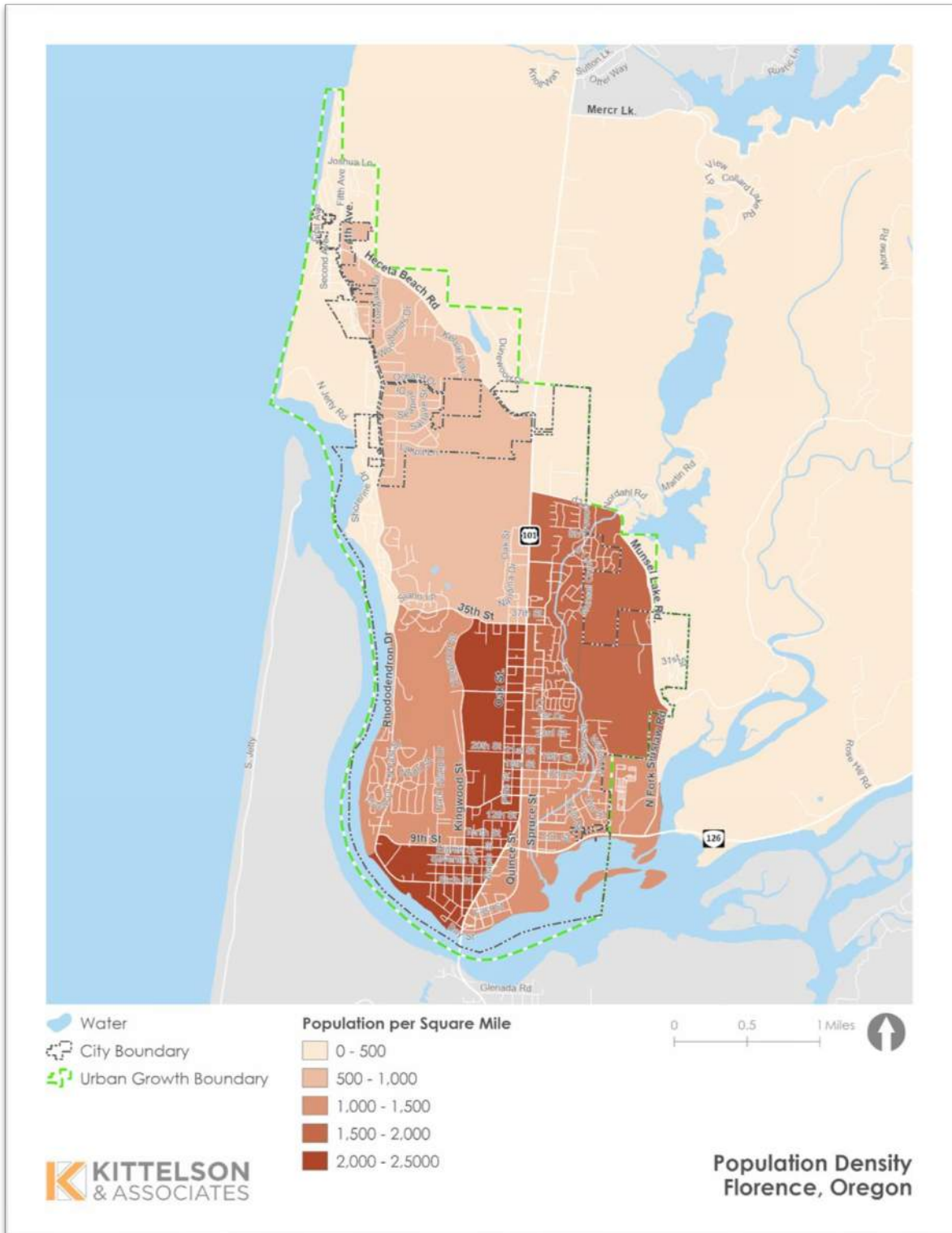
Figure 10 shows the population density (people per square mile) of Florence by block group.⁵ Population density is generally higher in the southern half of the City, and density tapers off to the north. Further, population is more highly concentrated near US 101 and the City center.

⁵ Census Block Groups are the smallest demographic unit for which 5-year American Communities Survey (ACS) data are available. While they provide valuable information for this planning process, they do not necessarily coincide with jurisdictional boundaries for the communities of Lane County.



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Figure 10: Florence Population Density (People per Square Mile) by Block Group





TITLE VI AND ENVIRONMENTAL JUSTICE POPULATIONS

This section provides an analysis of existing Title VI and Environmental Justice (EJ) populations. Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d-1) states that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." In combination with subsequent federal nondiscrimination statutes, agencies receiving federal financial aid are prohibited from discriminating based on race, color, national origin, age, economic status, disability, or sex (gender).

Title VI populations include individuals who identify as minorities (both racial and ethnic), low-income, disabled, elderly (65+), and youth/children (under 18).⁶ These populations are identified because their access to an automobile or their ability to drive an automobile may be limited or non-existent. While this may also be the case for individuals in the general population, there is a greater possibility that access to transit is more crucial for those within the identified populations. Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, culture, education, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Understanding the profile of Title VI and EJ populations in Florence will help the City adopt TSP policies and identify projects to mitigate and minimize adverse environmental and health effects that the transportation system imposes on these groups.

Table 6 summarizes the Title VI and EJ populations in Florence and the State of Oregon as a whole. The following sections include detailed demographic summaries for age, income, race/ethnicity, and people with disabilities in Florence, and compares these figures with corresponding demographics for the rest of Lane County and Oregon.

Table 6: Florence Title VI and Environmental Justice Populations

| | Florence | State of Oregon |
|---|----------|-----------------|
| Population⁷ | 9,396 | 4,237,256 |
| Percent youth (under 18 years old)⁸ | 10% | 21% |
| Percent seniors (65 years or older)⁴ | 45% | 18% |
| Percent minority populations⁷ | 15% | 28% |
| Percent Hispanic or Latino/a/x⁷ | 6% | 14% |
| Percent of households below poverty line⁹ | 33% | 29% |
| Percent of Renters Housing Burdened¹⁰ | 54% | 51% |

⁶ Other relevant federal statutes include the Federal-Aid Highway Act, the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, the Civil Rights Restoration Act of 1987, the Americans with Disabilities Act of 1990 (ADA), Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations, and Executive Order 13166 Improving Access to Services for Persons with Limited English Proficiency. (FTA. 2015. Title VI of the Civil Rights Act of 1964, available at <http://www.fta.dot.gov/civilrights/12328.html>).

⁷ 2020 US Decennial Census

⁸ 2020 5-Year American Community Survey Estimates Detailed Tables, Table B01001

⁹ 2020 5-Year American Community Survey Estimates Detailed Tables, Table C17002

¹⁰ 2020 5-Year American Community Survey Estimates Detailed Tables: Table DP04



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| | | |
|---|------|------|
| Percent with disability¹¹ | 25% | 14% |
| Percent Limited English Proficiency¹² | 0.6% | 2.4% |

Source: 2020 US Census; 2020 American Community Survey

Age

Figure 11 and Figure 12 illustrate the proportion of youth (people under age 18) and seniors (people older than 65) by block group within Florence. Florence has a lower percentage of persons under 18 than the statewide and county average. The density of persons under 18 is highest in the central block groups that border US 101 to the west, which is where each of the city's schools are located. Conversely, Florence has a significantly higher percentage of seniors as compared to the statewide average. Nearly half of the total population is aged 65 and older. The density of seniors highest in the northeastern and southwestern areas of the city. Table 7 summarizes the youth and senior populations in Florence.

Table 7: Youth and Senior Populations for Florence

| | Total Population | Youth (Under 18) | | Seniors (65 and Older) | |
|--------------------|---------------------|------------------|---------|------------------------|---------|
| | | Population | Percent | Population | Percent |
| Oregon | 4,176,346 | 867,076 | 21% | 734,932 | 18% |
| Lane County | 377,749 | 69,406 | 18% | 72,919 | 19% |
| Florence | 9,037 | 926 | 10% | 4,030 | 45% |

Source: Table B01001, 2020 5-year American Community Survey Estimates Detailed Tables

Race and Ethnicity

Information on race and ethnicity includes a combination of Hispanic or Latino origins as well as race at the Census Block geographic levels. Origin can be viewed as the heritage, nationality group, lineage, or country of birth of the person or the person's parents or ancestors before their arrival in the United States. People who identify their origin as Hispanic or Latino may be any race. Race is based on racial classifications issued by the Office of Management and Budget (white, black or African American, American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, and Some Other Race). Respondents can select two or more races.

Figure 13 illustrates the percentage of non-white residents, or minority populations, by Census block in Florence. In the U.S. Census Bureau's American Community Survey (ACS) ¹³, minority populations include non-white racial groups as well as people identifying as Hispanic or Latino. Overall, Florence has a lower percentage of households with minority populations and people of color than the rest of Oregon and Lane County. Minority populations are relatively more concentrated in the south-central region of the city along US 101. Table 8 summarizes the race and ethnicity data for Florence.

¹¹ 2020 5-Year American Community Survey Estimates Detailed Tables, Table DP02

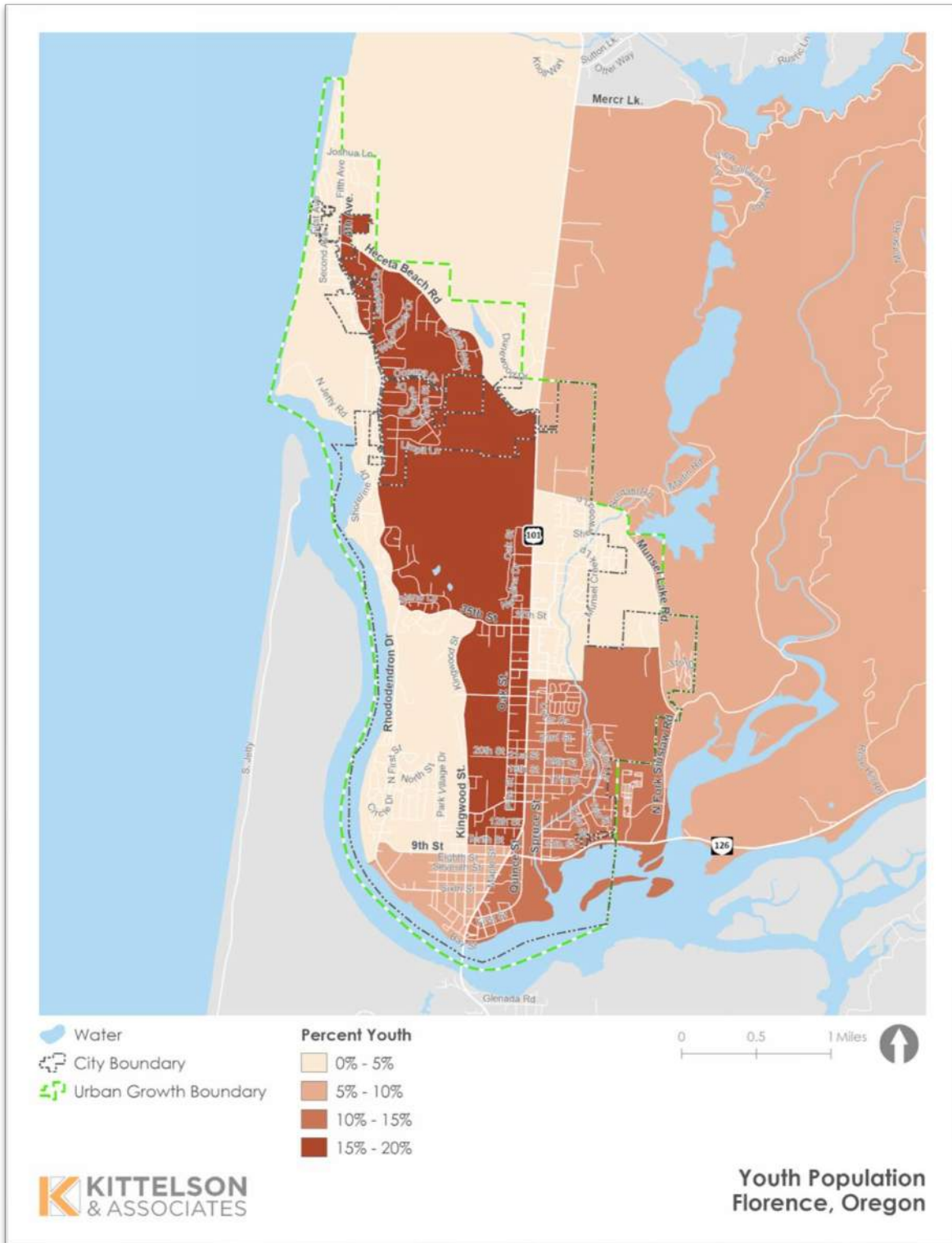
¹² 2020 5-Year American Community Survey Estimates Detailed Tables: Table S1602

¹³ Because the ACS is based on a sample, they have a margin of error. The margin of error, combined with the ACS estimate, provides a range of values within which the actual value may fall. As such, demographic information using ACS data should be considered carefully.



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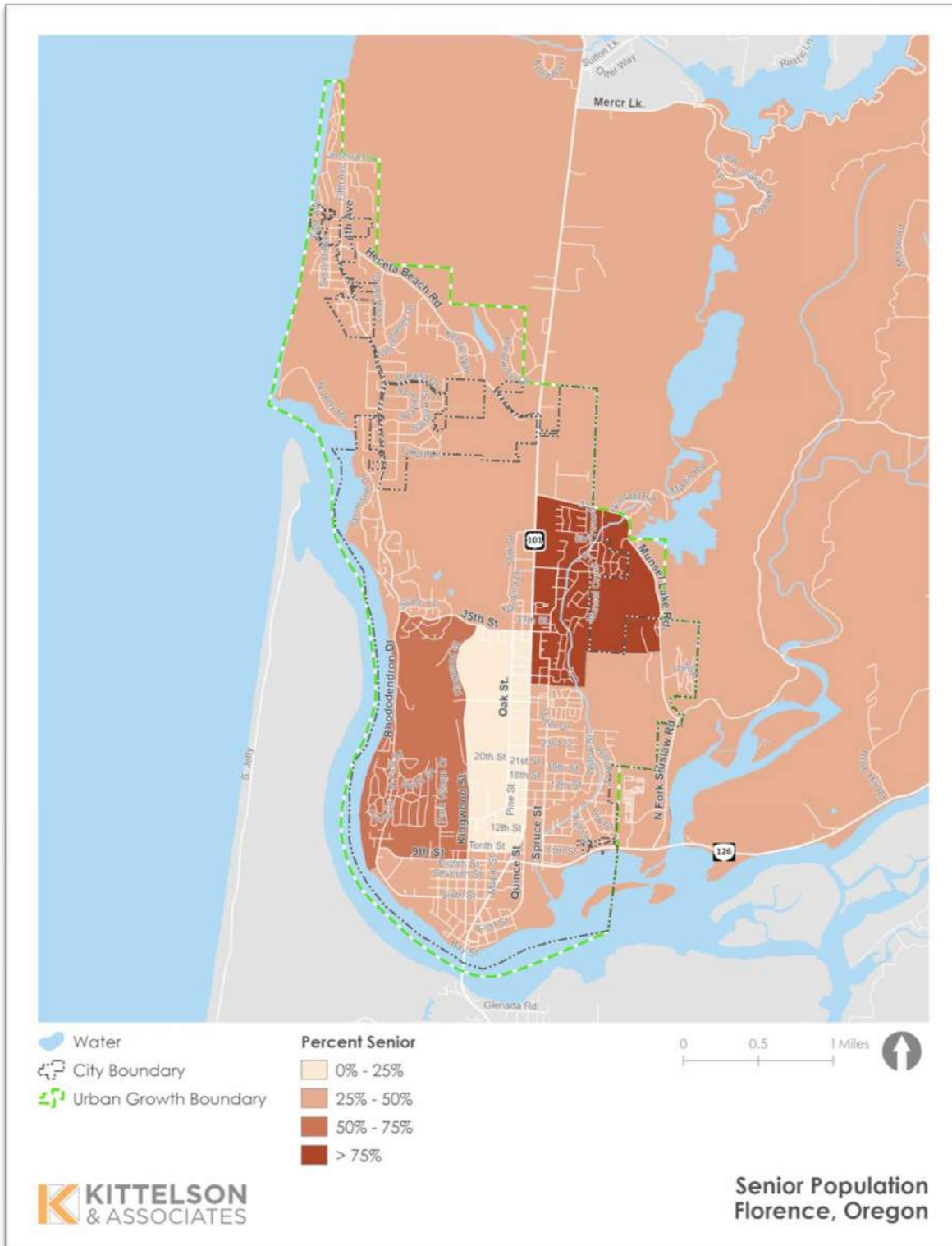
Figure 11: Percentage of Youth (under 18 years old) by Block Group





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Figure 12: Percentage of Seniors (age 65 and older) by Block Group





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Figure 13: Minority Population by Block Group

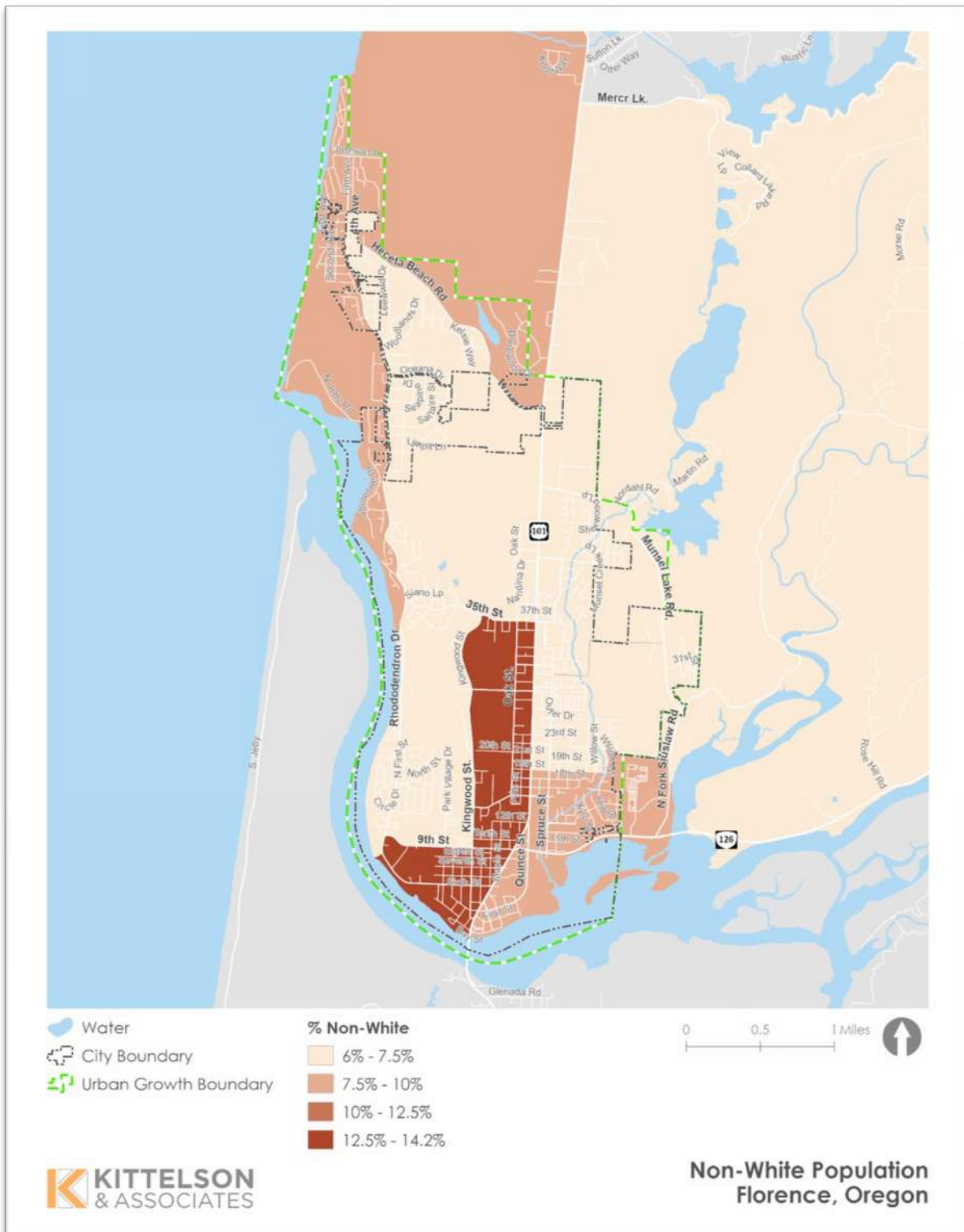




Table 8: Race & Ethnicity for Florence

| | Total Population | Hispanic or Latino/a/x | White | Black or African American | Native American and Alaska Native | Asian | Native Hawaiian or Pacific Island | Other | Two or More Races |
|--------------------|------------------|------------------------|-------|---------------------------|-----------------------------------|-------|-----------------------------------|-------|-------------------|
| State | 4,237,256 | 14% | 72% | 2% | 1% | 5% | 0.4% | 0.5% | 6% |
| Lane County | 382,971 | 10% | 78% | 1.1% | 1% | 2.5% | 0.2% | 0.6% | 7% |
| Florence | 9,396 | 6% | 85% | 0.4% | 0.9% | 1% | 0.2% | 0.5% | 5% |

Source: 2020 Decennial Census

Household Income

The federal poverty threshold is calculated by the size of the household and is adjusted annually. In 2021 the threshold for an individual is \$12,880 in annual earnings, and \$26,500 for a household of four.¹⁴ The US Census Bureau measures poverty by looking at the ratio between a household's income in the last 12 months and the household's poverty threshold, called the Ratio of Income to Poverty. Households with an Income to Poverty Ratio below 1 are eligible for federal assistance programs; however, households with a ratio between 1 and 2 still experience the impacts of poverty and may be eligible for other benefits, such as the Supplemental Nutrition Assistance Program (SNAP, formerly known as Food Stamps). Figure 14 displays the percentage of the population in Florence with a Poverty to Income Ratio below 2. In Florence, poverty rates are most highly concentrated in the eastern and southern census block groups. Table 9 summarizes the ratio of income to poverty in Florence.

Table 9: Ratio of Income to Poverty

| | Total Population | Population Below Poverty Threshold of 2 | Percent |
|--------------------|------------------|---|---------|
| Oregon | 4,237,256 | 1,248,819 | 29% |
| Lane County | 370,192 | 132,231 | 36% |
| Florence | 9,396 | 3,103 | 33% |

Source: Table C17002, 2020 5-year American Community Survey Estimates Detailed Tables

Populations with a Disability

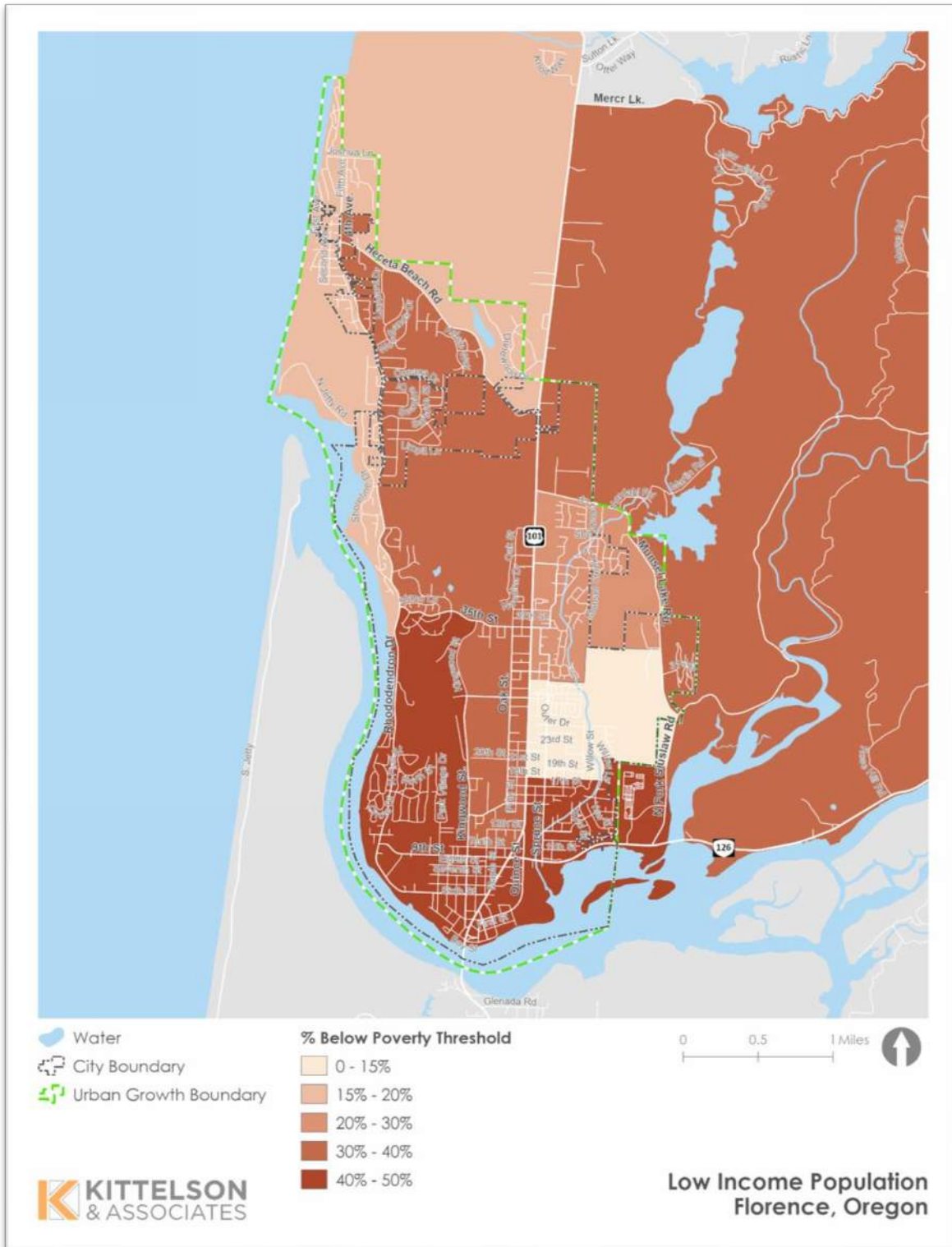
Information on disabled population was gathered from ACS data through the SNAP. Disability status is a self-reported variable within the data source. Disability within ACS data is limited to four basic areas of functioning: hearing, vision, cognition, and ambulation. It is further supplemented by Katz Activities of Daily Living (ADL) and Lawton Instrumental Activities of Daily Living (IADL) scales which relate to difficulty with bathing, dressing, and performing errands.

¹⁴ <https://www.healthcare.gov/glossary/federal-poverty-level-fpl/>



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Figure 14: Low Income Population Measured by Income to Poverty Ratio by Block Group





Florence has a higher percentage of persons living with a disability than Oregon and Lane County, with approximately one-quarter of the population living with a disability, as shown in Table 10.

Table 10: Population with a Disability for Florence

| | Total Population | Persons with a Disability | Percent Population with a Disability |
|-------------|------------------|---------------------------|--------------------------------------|
| Oregon | 4,237,256 | 592,689 | 14% |
| Lane County | 382,971 | 63,413 | 17% |
| Florence | 9,396 | 2,327 | 25% |

Source: Table DP02, 2020 5-year American Community Survey Estimates Data Profile

Language

Information on limited English proficient households for Florence is from the “Household Language by Household Limited English-Speaking Status” category from the 2020 ACS. As shown in Table 11, a very small number of Florence households speak a language other than English as their primary language; less than 1 percent compared to 2.4 percent for the State and 1.2 percent for Lane County.

Table 11: Limited English Speaking Households

| | Total Households | Limited English | |
|-------------|------------------|-----------------|---------|
| | | Households | Percent |
| Oregon | 1,642,579 | 39,527 | 2.4% |
| Lane County | 154,516 | 1,862 | 1.2% |
| Florence | 4,649 | 29 | 0.6% |

Source: Table S1602, 2020 5-year American Community Survey Estimates Detailed Tables

COST OF HOUSING

The US Department of Housing and Urban Development (HUD) defines a cost burdened household as those “who pay more than 30 percent of their income for housing” and in turn have difficulty being able to afford other basic necessities.¹⁵ Florence has a high percentage of renter households that are cost burdened at slightly over half of the City’s renters, which is roughly consistent with the rest of Oregon, as shown in Table 12.

Table 12: Gross Rent as a Percentage of Household Income (Housing Cost Burdened)

| | Total Households Paying Rent | Cost Burden | |
|-------------|------------------------------|-------------|---------|
| | | Households | Percent |
| Oregon | 576,599 | 291,535 | 51% |
| Lane County | 59,477 | 31,885 | 43% |
| Florence | 1,554 | 846 | 54% |

Source: Table DP04, 2020 5-year American Community Survey Estimates Detailed Tables

¹⁵ HUD User:

https://www.huduser.gov/portal/pdredge/pdr_edge_featd_article_092214.html#:~:text=HUD%20defines%200cost%2Dburdened%20families,of%20one's%20income%20on%20rent.

APPENDIX D: TECH MEMO #3B: TRAFFIC OPERATIONS

TECH MEMO #3B: EXISTING CONDITIONS ANALYSIS

Date: April 2, 2023

To: Wendy Farley-Campbell, Shirley Gray, Erin Reynolds, and Mike Miller, City of Florence
Michael Duncan, Oregon Department of Transportation

From: Michael Ruiz-Leon, Matt Bell, Susan Wright, PE, PMP, Kittelson & Associates, Inc.

Project: City of Florence Transportation System Plan Update

Subject: Draft Tech Memo #3B: Existing Conditions Analysis

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Motorized Vehicle Transportation Analysis 6

Non-Automobile Transportation Analysis 7

Crash Analysis..... 19

Access Spacing Analysis 24

Parking Analysis 26

Environmental Analysis 27

Attachments..... 28

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



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(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

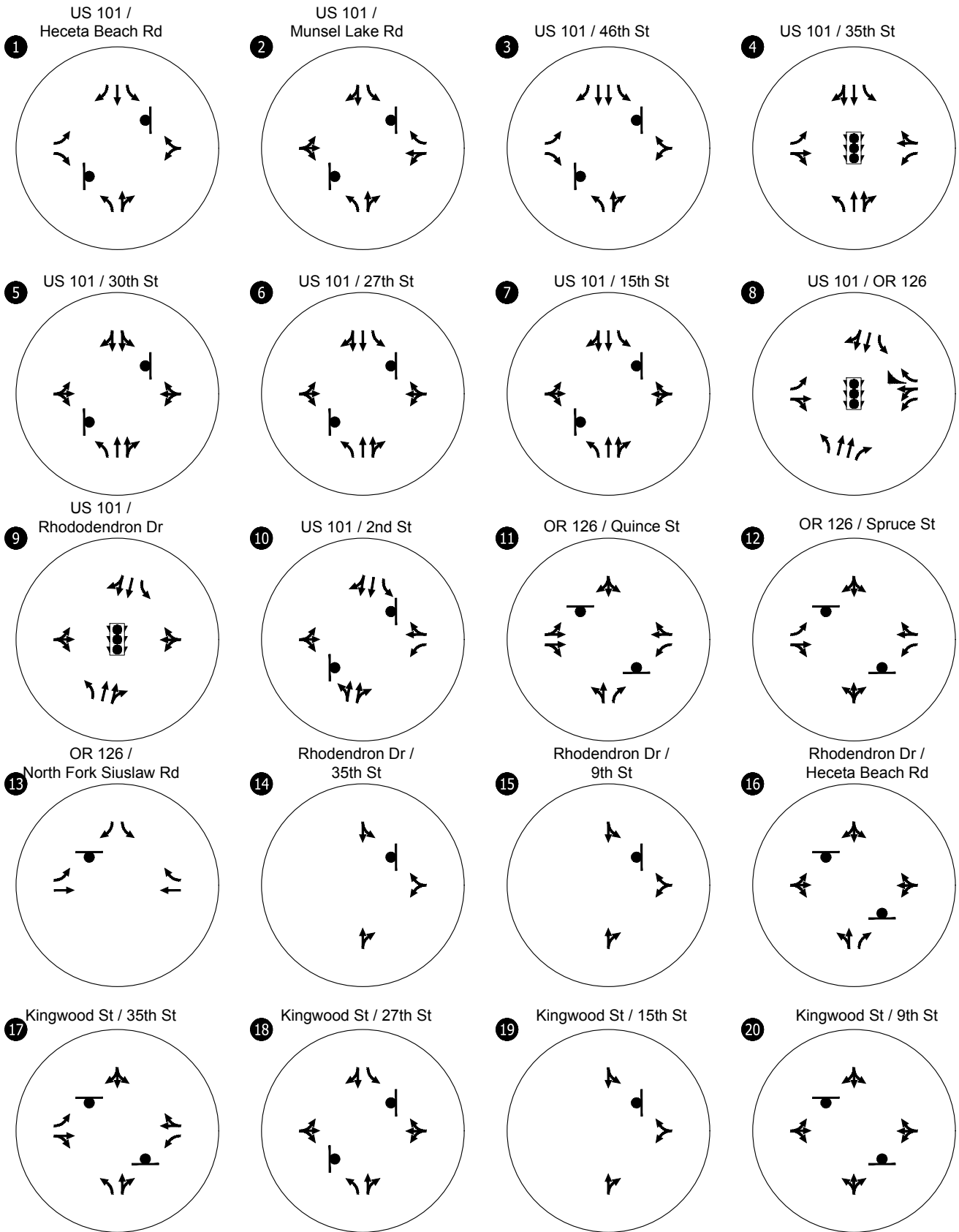
1. US 101/Heceta Beach Road
2. US 101/Munsel Lake Road
3. US 101/46th Street
4. US 101/35th Street (Signal)
5. US 101/30th Street
6. US 101/27th Street
7. US 101/15th Street
8. US 101/OR 126 (Signal)
9. US 101/Rhododendron Drive (Signal)
10. US 101/2nd Street
11. OR 126/Quince Street
12. OR 126/Spruce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



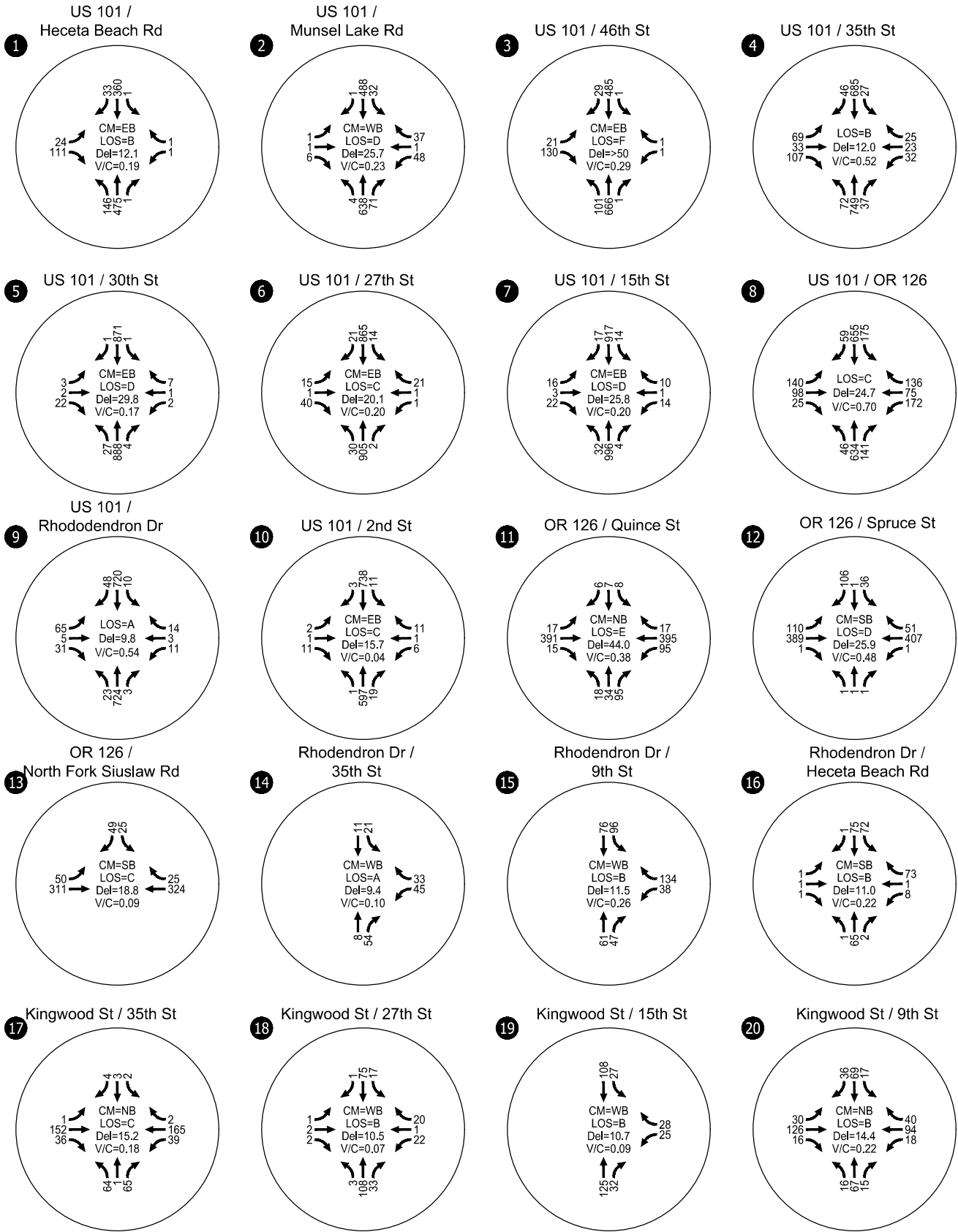
● - STOP SIGN
 ●●● - TRAFFIC SIGNAL

Existing Lane Configurations
 & Traffic Control Devices
 Florence, OR

Figure
 2

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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 101/46 th Street | TWSC | V/C = 0.85/0.90 | EB | F | 70.5 | 0.29 |
| 4 | US 101/35 th Street | Signal | V/C = 0.85 | - | B | 12.0 | 0.52 |
| 5 | US 101/30 th Street | TWSC | V/C = 0.90/0.95 | EB | D | 29.8 | 0.17 |
| 6 | US 101/27 th Street | TWSC | V/C = 0.90/0.95 | EB | C | 20.1 | 0.20 |
| 7 | US 101/15 th 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 101/2 nd 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/35 th Street | TWSC | LOS D | WB | A | 9.4 | 0.10 |
| 15 | Rhododendron Drive/9 th 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/35 th Street | TWSC | LOS D | NB | C | 15.2 | 0.18 |
| 18 | Kingwood Street/27 th Street | TWSC | LOS D | WB | B | 10.5 | 0.07 |
| 19 | Kingwood Street/15 th Street | TWSC | LOS D | WB | B | 10.7 | 0.09 |
| 20 | Kingwood Street/9 th 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).

¹State 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) | 95 th Percentile Queue (feet) | Adequate? |
|--------|--------------------------------|----------|-----------------------|--|-----------|
| 4 | US 101/35 th 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.

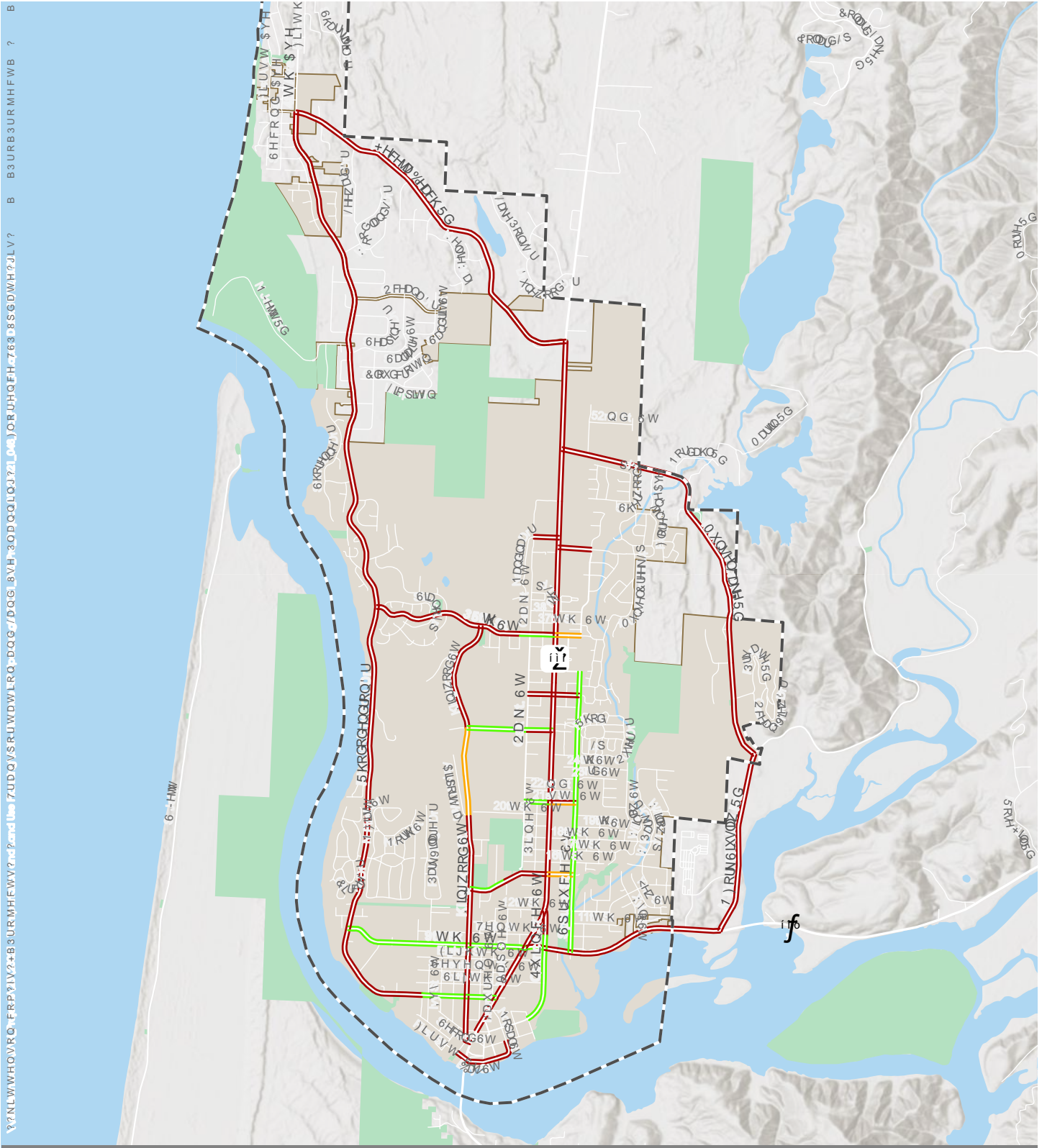
PEDESTRIAN LEVEL OF TRAFFIC STRESS

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.



- 3/76 6FRU 3DUNV
- 3/76 :DWHU
- 3/76 &LW\ %RXQGDU\
- 3/76 8UEDQ *URZWK %RXQGDU\



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CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

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

| Street | From | To | Side | PLTS Criteria | | | | |
|--------------------------|---------------------|---------------------|-------|--------------------|-----------------------|--------------------|------------------|------|
| | | | | Sidewalk Condition | Physical Buffer Width | Total Buffer Width | General Land Use | PLTS |
| 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 | 46 th St | West | 1 | 4 | 4 | 3 | 4 |
| | Munsel Lake Rd | 46 th St | East | 4 | 4 | 4 | 3 | 4 |
| | 46 th St | 37 th St | West | 4 | 4 | 4 | 3 | 4 |
| | 46 th St | 37 th St | East | 4 | 4 | 4 | 3 | 4 |
| | 37 th St | 31 st St | West | 1 | 4 | 4 | 3 | 4 |
| | 37 th St | 31 st St | East | 1 | 4 | 4 | 3 | 4 |
| | 31 st St | 27 th St | West | 1 | 4 | 4 | 3 | 4 |
| | 31 st St | 27 th St | East | 1 | 4 | 4 | 3 | 4 |
| | 27 th St | 22 nd St | West | 1 | 4 | 4 | 3 | 4 |
| | 27 th St | 22 nd St | East | 1 | 4 | 4 | 3 | 4 |
| | 22 nd St | OR 126 | West | 1 | 4 | 4 | 3 | 4 |
| | 22 nd 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 |
| OR 126 | Rhododendron Dr | 2nd Street | West | 4 | 4 | 4 | 1 | 4 |
| | Rhododendron Dr | 2nd Street | East | 1 | 4 | 4 | 1 | 4 |
| | 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 |
| 9th St | Xylo St | N Fork Siuslaw Rd | North | 4 | 4 | 2 | 3 | 4 |
| | Xylo St | N Fork Siuslaw Rd | South | 4 | 4 | 2 | 2 | 4 |
| Rhododendron Dr | Rhododendron Dr | US 101 | North | 1 | 2 | 2 | 1 | 2 |
| | Rhododendron Dr | US 101 | South | 1 | 2 | 2 | 1 | 2 |
| | 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 | |



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| | | | | | | | | |
|--------------------------|----------------|-----------------|-------|---|---|---|---|---|
| | 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 |
| | Airport Ln | 17th Pl | East | 4 | 4 | 2 | 3 | 4 |
| | 17th Pl | 15th St | West | 4 | 4 | 2 | 3 | 4 |
| | 17th Pl | 15th St | East | 1 | 4 | 2 | 3 | 4 |
| | 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 |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

| | | | | | | | | |
|--|-----------------|-------------|-------|---|---|---|---|---|
| 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 |
| 30th St | Oak St | US 101 | South | 4 | 2 | 2 | 1 | 4 |
| | Oak St | Spruce St | North | 4 | 2 | 2 | 3 | 4 |
| 35th St | Oak St | Spruce St | South | 4 | 2 | 2 | 3 | 4 |
| | Rhododendron Dr | Myrtle Loop | North | 4 | 2 | 2 | 1 | 4 |
| 42nd St/43rd St | 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 |
| | Oak St | US 101 | North | 4 | 2 | 2 | 3 | 4 |
| 42nd St/43rd St | 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 |
| | US 101 | Spruce St | South | 4 | 2 | 2 | 3 | 4 |



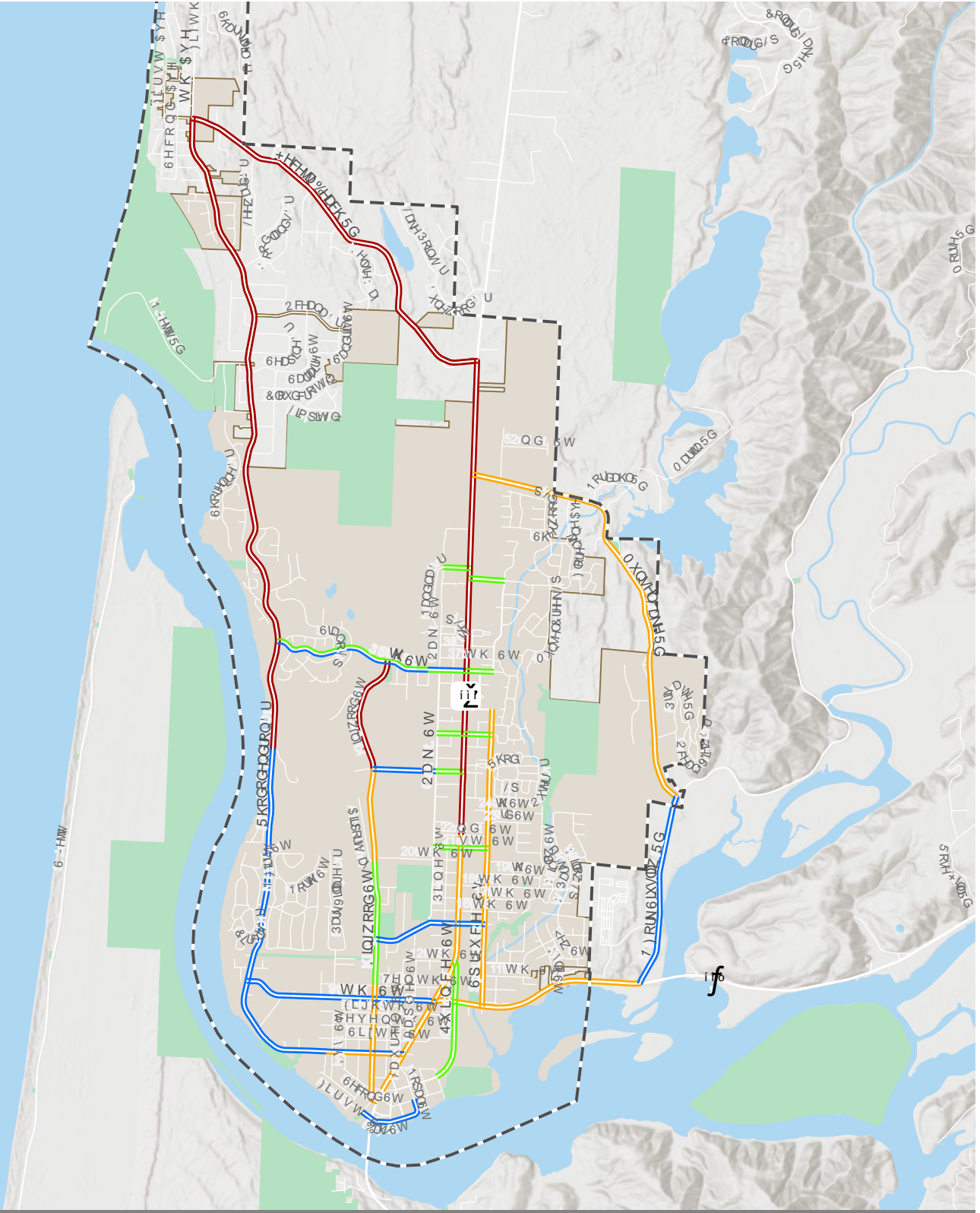
BICYCLE LEVEL OF TRAFFIC STRESS

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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CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

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 | 46 th St | West | Bike Lane | - | 40 | 2 | 7 | None | No | 4 |
| | Munsel Lake Rd | 46 th St | East | Bike Lane | - | 40 | 2 | 7 | None | No | 4 |
| | 46 th St | 37 th St | West | Bike Lane | - | 40 | 2 | 6 | None | No | 4 |
| | 46 th St | 37 th St | East | Bike Lane | - | 40 | 2 | 6 | None | No | 4 |
| | 37 th St | 31 st St | West | Bike Lane | - | 40 | 2 | 5 | None | No | 4 |
| | 37 th St | 31 st St | East | Bike Lane | - | 40 | 2 | 5 | None | No | 4 |
| | 31 st St | 27 th St | West | Bike Lane | - | 40 | 2 | 6 | None | No | 4 |
| | 31 st St | 27 th St | East | Bike Lane | - | 40 | 2 | 6 | None | No | 4 |
| | 27 th St | 22 nd St | West | Bike Lane | - | 40 | 2 | 6 | None | No | 4 |
| | 27 th St | 22 nd St | East | Bike Lane | - | 40 | 2 | 6 | None | No | 4 |
| | 22 nd St | OR 126 | West | Bike Lane | - | 30 | 2 | 6 | None | No | 3 |
| | 22 nd St | OR 126 | East | Bike Lane | - | 30 | 2 | 6 | None | No | 3 |
| OR 126 | 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 | 2 nd Street | West | Bike Lane | - | 30 | 2 | 6 | None | No | 3 |
| | Rhododendron Dr | 2 nd 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 |
| | 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 |
| 9 th St | 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 |
| | 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 |



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



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|--|-----------------|--------------------|-------|---------------|--------------|----|---|---|------|----|---|
| Bay St | Kingwood St | 1 st St | North | Mixed Traffic | ≤750 | 25 | 1 | 0 | Yes | No | 1 |
| | Kingwood St | 1 st St | South | Mixed Traffic | ≤750 | 25 | 1 | 0 | Yes | No | 1 |
| | 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 |
| Airport Rd/15th St | 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 |
| | 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 |
| 21st St | 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 |
| | 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 |
| 35th St | 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 |
| | 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 |
| 42nd St/43rd St | 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

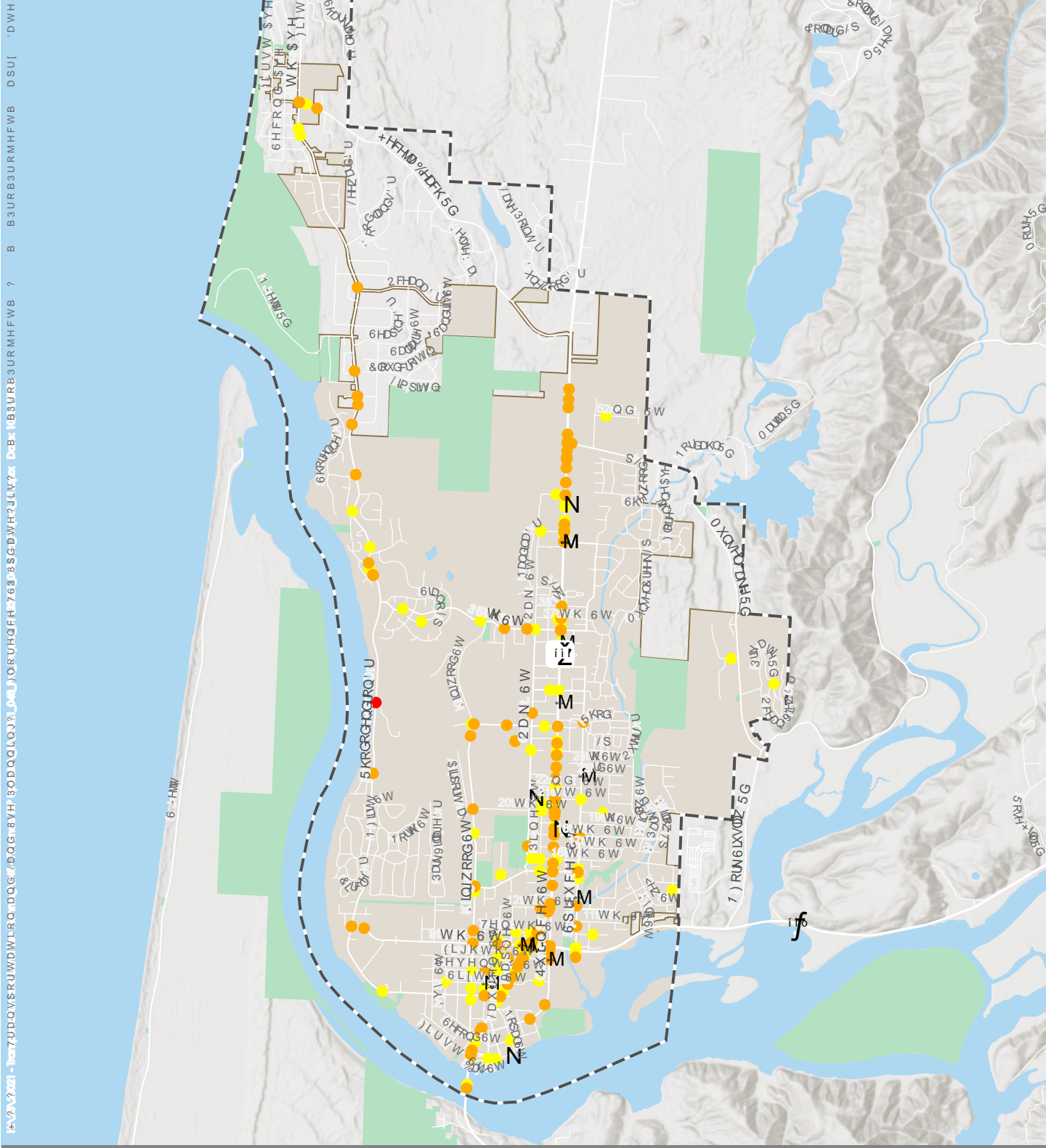
The intersection crash analysis includes an evaluation of intersection crash rates, critical crash rates, and excess proportion of specific crash types. The intersection crash analysis identifies the study intersections where existing safety issues may exist and may require mitigation. Based on the data, 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)

| Map ID | Intersection | Collision Type | | | | | Crash Severity | | | |
|--------|--|----------------|------|------|----------|-------|----------------|--------|-----|-------|
| | | 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 101/46 th Street | | 3 | | | | 1 | 1 | 1 | 3 |
| 4 | US 101/35 th Street | 4 | 5 | 1 | | 2 | | 8 | 4 | 12 |
| 5 | US 101/30 th Street | | 1 | | | | | | 1 | 1 |
| 6 | US 101/27 th Street | | 1 | | | | | 1 | | 1 |
| 7 | US 101/15 th 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/35 th Street | | | | | | | | | 0 |
| 15 | Rhododendron Drive/9 th Street | | | | | 1 | | | 1 | 1 |
| 16 | Rhododendron Drive/Heceta Beach Road | 3 | | | | | 2 | 1 | | 3 |
| 17 | Kingwood Street/35 th Street | | | | | | | | | 0 |
| 18 | Kingwood Street/27 th Street | | | | | 2 | | | 2 | 2 |
| 19 | Kingwood Street/15 th Street | | 3 | | | | | 1 | 2 | 3 |
| 20 | Kingwood Street/9 th 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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- , QMXU\ &UDVK
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- , QMXU\ &UDVK 3HG
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5HSRUWHG &UDVKHV
)ORUHGFH 2U



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 101/46 th Street | 3 | 0.11 | 0.408 | No |
| 4 | US 101/35 th Street | 12 | 0.35 | 0.860 | No |
| 5 | US 101/30 th Street | 1 | 0.03 | 0.408 | No |
| 6 | US 101/27 th Street | 1 | 0.03 | 0.408 | No |
| 7 | US 101/15 th 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 101/2 nd 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/35 th Street | 0 | 0.00 | 0.293 | No |
| 15 | Rhododendron Drive/9 th Street | 1 | 0.12 | 0.293 | No |
| 16 | Rhododendron Drive/Heceta Beach Road | 3 | 0.56 | 0.408 | Yes |
| 17 | Kingwood Street/35 th Street | 0 | 0.00 | 0.408 | No |
| 18 | Kingwood Street/27 th Street | 2 | 0.39 | 0.408 | No |
| 19 | Kingwood Street/15 th Street | 3 | 0.48 | 0.293 | Yes |
| 20 | Kingwood Street/9 th 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 101/46 th Street | 3 | 0.11 | 0.34 | Under |
| 4 | US 101/35 th Street | 12 | 0.35 | N/A | N/A |
| 5 | US 101/30 th Street | 1 | 0.03 | 0.32 | Under |
| 6 | US 101/27 th Street | 1 | 0.03 | 0.31 | Under |
| 7 | US 101/15 th 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 101/2 nd 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/35 th Street | 0 | 0.00 | N/A | N/A |
| 15 | Rhododendron Drive/9 th Street | 1 | 0.12 | N/A | N/A |
| 16 | Rhododendron Drive/Heceta Beach Road | 3 | 0.56 | 0.57 | Under |
| 17 | Kingwood Street/35 th Street | 0 | 0.00 | 0.45 | Under |
| 18 | Kingwood Street/27 th Street | 2 | 0.39 | 0.58 | Under |
| 19 | Kingwood Street/15 th Street | 3 | 0.48 | N/A | N/A |
| 20 | Kingwood Street/9 th 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 101/46 th 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/9 th 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

| Posted Speed | Access Management Spacing Standards for Statewide Highways with Annual Average Daily Traffic >5,000 | |
|-----------------------|---|-------------|
| | 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 |



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|----------------------------|----|-----|---|-----|
| 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 35 th Street | 40 | 13,474 | 29 | 449 |
| 35 th Street to 9 th Street | 40 | 8,441 | 5 | 1,407 |
| 9 th 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 | | | | |
| 35 th Street to 27 th Street | 40 | 2947 | 1 | 1473 |
| 27 th Street to 15 th Street | 40 | 4187 | 3 | 1047 |
| 15 th Street to 9 th Street | 40 | 1465 | 1 | 733 |
| 9 th Street † 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.



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- » 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 located 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 identify 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.



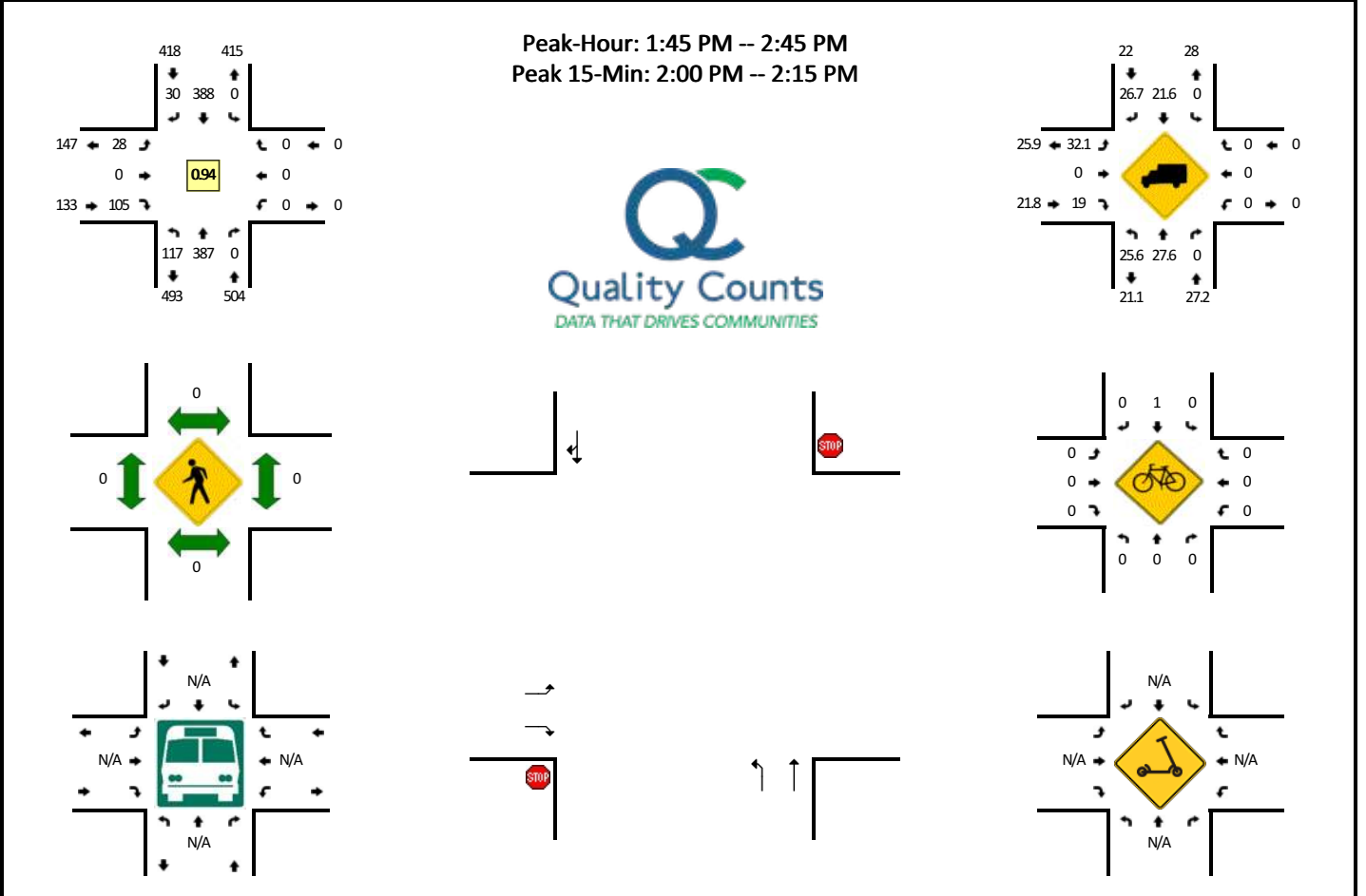
Attachments

- 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

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

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



| 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 | 0 | 2 | 0 | 0 | 0 | 0 | 20 | |
| 6:15 AM | 5 | 9 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 36 | |
| 6:30 AM | 3 | 11 | 0 | 0 | 0 | 20 | 1 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 45 | |
| 6:45 AM | 4 | 20 | 0 | 0 | 0 | 33 | 2 | 0 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 70 | 171 |
| 7:00 AM | 8 | 17 | 0 | 0 | 0 | 30 | 1 | 0 | 0 | 2 | 0 | 14 | 0 | 0 | 0 | 0 | 72 | 223 |
| 7:15 AM | 13 | 27 | 0 | 0 | 0 | 45 | 5 | 0 | 0 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 108 | 295 |
| 7:30 AM | 11 | 34 | 0 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 114 | 364 |
| 7:45 AM | 11 | 43 | 0 | 0 | 0 | 80 | 2 | 0 | 0 | 3 | 0 | 19 | 0 | 0 | 0 | 0 | 158 | 452 |
| 8:00 AM | 10 | 40 | 0 | 0 | 0 | 64 | 1 | 0 | 0 | 1 | 0 | 19 | 0 | 0 | 0 | 0 | 135 | 515 |
| 8:15 AM | 14 | 43 | 0 | 0 | 0 | 58 | 1 | 0 | 0 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 133 | 540 |
| 8:30 AM | 11 | 59 | 0 | 0 | 0 | 69 | 2 | 0 | 0 | 2 | 0 | 17 | 0 | 0 | 0 | 0 | 160 | 586 |
| 8:45 AM | 17 | 36 | 0 | 0 | 0 | 56 | 5 | 0 | 0 | 6 | 0 | 24 | 0 | 0 | 0 | 0 | 144 | 572 |
| 9:00 AM | 17 | 50 | 0 | 0 | 0 | 58 | 2 | 0 | 0 | 6 | 0 | 16 | 0 | 0 | 0 | 0 | 149 | 586 |
| 9:15 AM | 12 | 57 | 0 | 0 | 0 | 70 | 1 | 0 | 0 | 11 | 0 | 19 | 0 | 0 | 0 | 0 | 170 | 623 |
| 9:30 AM | 13 | 57 | 0 | 0 | 0 | 81 | 5 | 0 | 0 | 7 | 0 | 28 | 0 | 0 | 0 | 0 | 191 | 654 |
| 9:45 AM | 24 | 73 | 0 | 0 | 0 | 74 | 3 | 0 | 0 | 5 | 0 | 26 | 0 | 0 | 0 | 0 | 205 | 715 |
| 10:00 AM | 14 | 54 | 0 | 0 | 0 | 58 | 3 | 0 | 0 | 2 | 0 | 19 | 0 | 0 | 0 | 0 | 150 | 716 |
| 10:15 AM | 23 | 73 | 0 | 0 | 0 | 81 | 3 | 0 | 0 | 7 | 0 | 29 | 0 | 0 | 0 | 0 | 216 | 762 |
| 10:30 AM | 20 | 68 | 0 | 0 | 0 | 51 | 2 | 0 | 0 | 1 | 0 | 30 | 0 | 0 | 0 | 0 | 172 | 743 |
| 10:45 AM | 19 | 75 | 0 | 0 | 0 | 93 | 9 | 0 | 0 | 11 | 0 | 30 | 0 | 0 | 0 | 0 | 237 | 775 |
| 11:00 AM | 26 | 89 | 0 | 0 | 0 | 88 | 6 | 0 | 0 | 11 | 0 | 27 | 0 | 0 | 0 | 0 | 247 | 872 |
| 11:15 AM | 19 | 92 | 0 | 0 | 0 | 93 | 4 | 0 | 0 | 3 | 0 | 42 | 0 | 0 | 0 | 0 | 253 | 909 |
| 11:30 AM | 21 | 90 | 0 | 0 | 0 | 94 | 6 | 0 | 0 | 8 | 0 | 26 | 0 | 0 | 0 | 0 | 245 | 982 |
| 11:45 AM | 24 | 81 | 0 | 0 | 0 | 110 | 4 | 0 | 0 | 7 | 0 | 24 | 0 | 0 | 0 | 0 | 250 | 995 |
| 12:00 PM | 24 | 90 | 0 | 0 | 0 | 72 | 4 | 0 | 0 | 12 | 0 | 37 | 0 | 0 | 0 | 0 | 239 | 987 |
| 12:15 PM | 29 | 92 | 0 | 0 | 0 | 90 | 8 | 0 | 0 | 7 | 0 | 20 | 0 | 0 | 0 | 0 | 246 | 980 |
| 12:30 PM | 25 | 97 | 0 | 0 | 0 | 97 | 11 | 0 | 0 | 2 | 0 | 29 | 0 | 0 | 0 | 0 | 261 | 996 |
| 12:45 PM | 35 | 91 | 0 | 0 | 0 | 94 | 9 | 0 | 0 | 12 | 0 | 33 | 0 | 0 | 0 | 0 | 274 | 1020 |
| 1:00 PM | 40 | 84 | 0 | 0 | 0 | 89 | 7 | 0 | 0 | 3 | 0 | 23 | 0 | 0 | 0 | 0 | 246 | 1027 |
| 1:15 PM | 29 | 81 | 0 | 0 | 0 | 82 | 3 | 0 | 0 | 9 | 0 | 25 | 0 | 0 | 0 | 0 | 229 | 1010 |
| 1:30 PM | 29 | 98 | 0 | 0 | 0 | 82 | 8 | 0 | 0 | 9 | 0 | 32 | 0 | 0 | 0 | 0 | 258 | 1007 |
| 1:45 PM | 21 | 96 | 0 | 0 | 0 | 91 | 1 | 0 | 0 | 10 | 0 | 33 | 0 | 0 | 0 | 0 | 252 | 985 |
| 2:00 PM | 30 | 103 | 0 | 0 | 0 | 104 | 11 | 0 | 0 | 6 | 0 | 27 | 0 | 0 | 0 | 0 | 281 | 1020 |
| 2:15 PM | 25 | 103 | 0 | 0 | 0 | 92 | 8 | 0 | 0 | 11 | 0 | 24 | 0 | 0 | 0 | 0 | 263 | 1054 |
| 2:30 PM | 41 | 85 | 0 | 0 | 0 | 101 | 10 | 0 | 0 | 1 | 0 | 21 | 0 | 0 | 0 | 0 | 259 | 1055 |
| 2:45 PM | 29 | 93 | 0 | 0 | 0 | 79 | 4 | 0 | 0 | 10 | 0 | 23 | 0 | 0 | 0 | 0 | 238 | 1041 |
| 3:00 PM | 23 | 102 | 0 | 0 | 0 | 76 | 5 | 0 | 0 | 11 | 0 | 29 | 0 | 0 | 0 | 0 | 246 | 1006 |
| 3:15 PM | 22 | 92 | 0 | 0 | 0 | 79 | 7 | 0 | 0 | 2 | 0 | 21 | 0 | 0 | 0 | 0 | 223 | 966 |

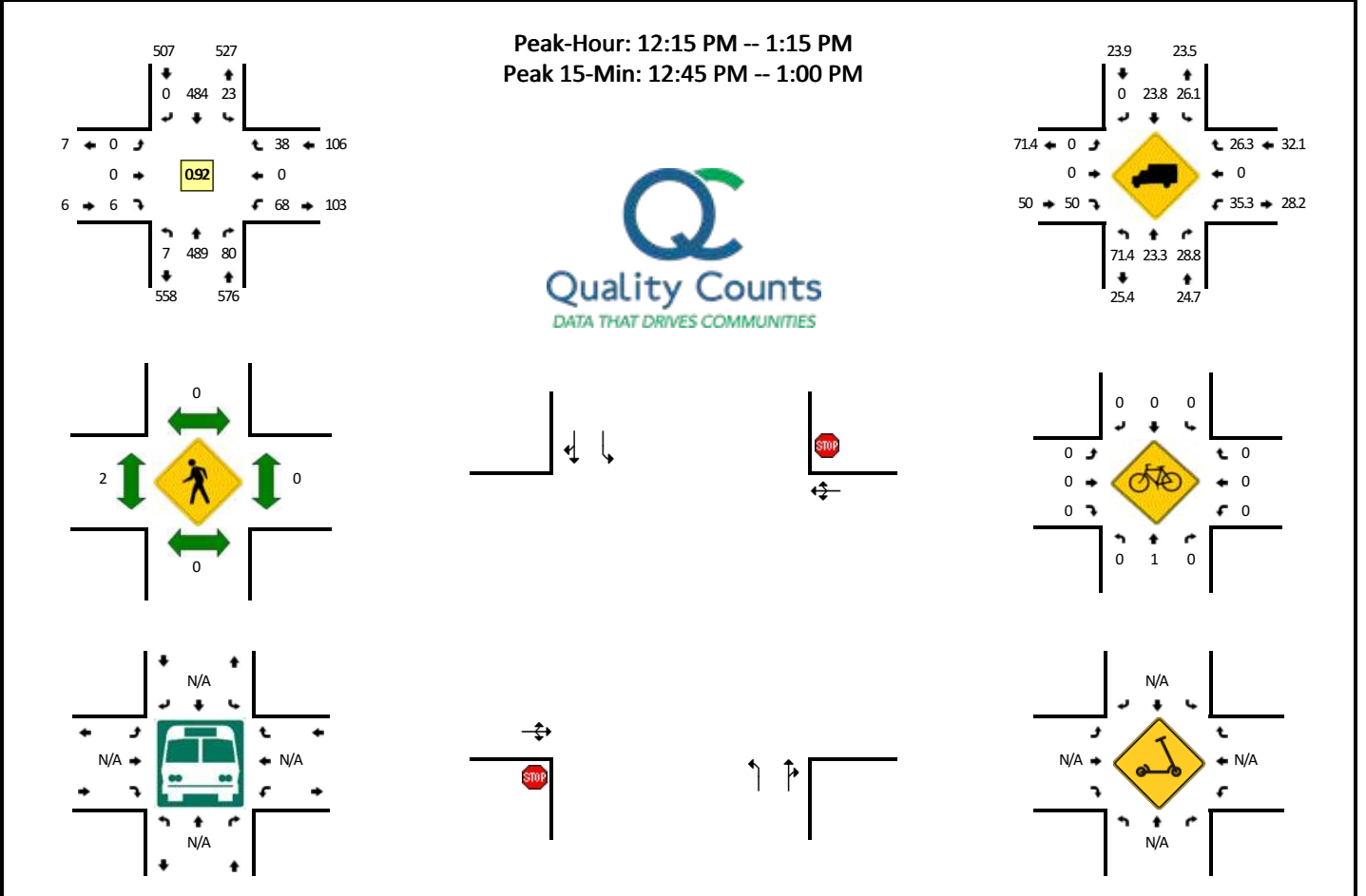
| 15-Min Count Period Beginning At | US 101 (Northbound) | | | | US 101 (Southbound) | | | | Heceta Beach Rd (Eastbound) | | | | Heceta Beach Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------|------|-------|---|---------------------|------|-------|---|-----------------------------|------|-------|---|-----------------------------|------|-------|---|-------|---------------|
| | 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 | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

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

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

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

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



| 15-Min Count Period Beginning At | US 101 (Northbound) | | | | US 101 (Southbound) | | | | Munsell Lake Rd (Eastbound) | | | | Munsell 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 | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

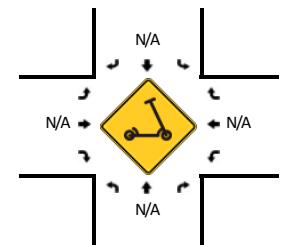
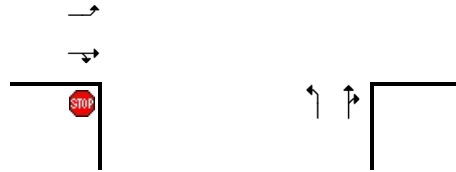
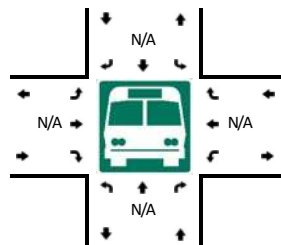
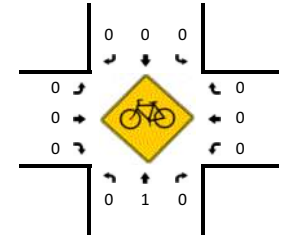
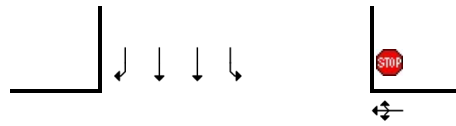
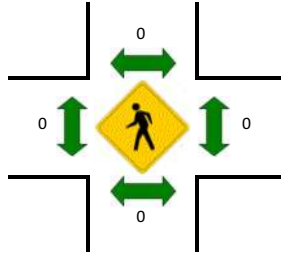
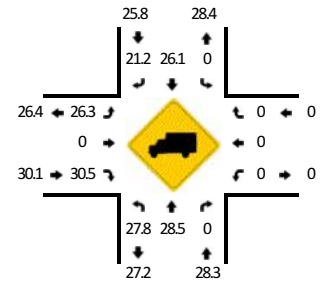
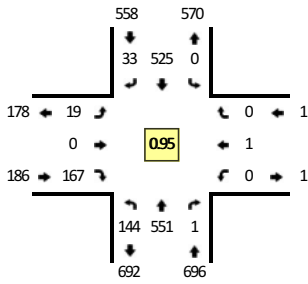
Report generated on 7/24/2022 12:23 AM

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

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



| 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 | 0 | 4 | 0 | 0 | 0 | 0 | 59 | |
| 6:45 AM | 4 | 27 | 0 | 0 | 0 | 42 | 3 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 81 | 213 |
| 7:00 AM | 8 | 34 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 7 | 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 | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scooters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

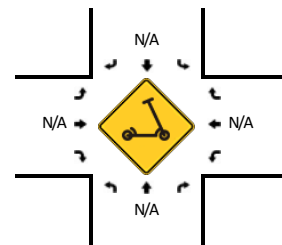
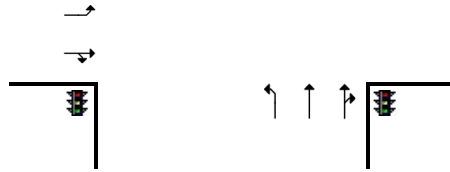
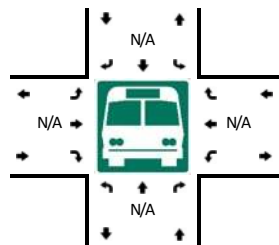
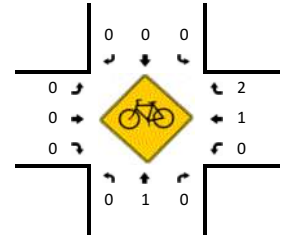
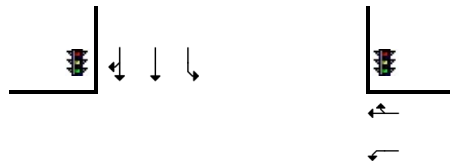
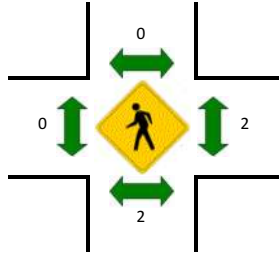
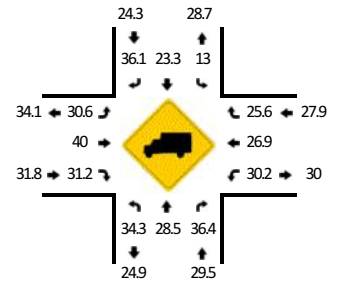
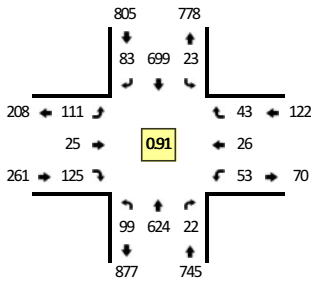
Report generated on 7/24/2022 12:23 AM

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

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



| 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 | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

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

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

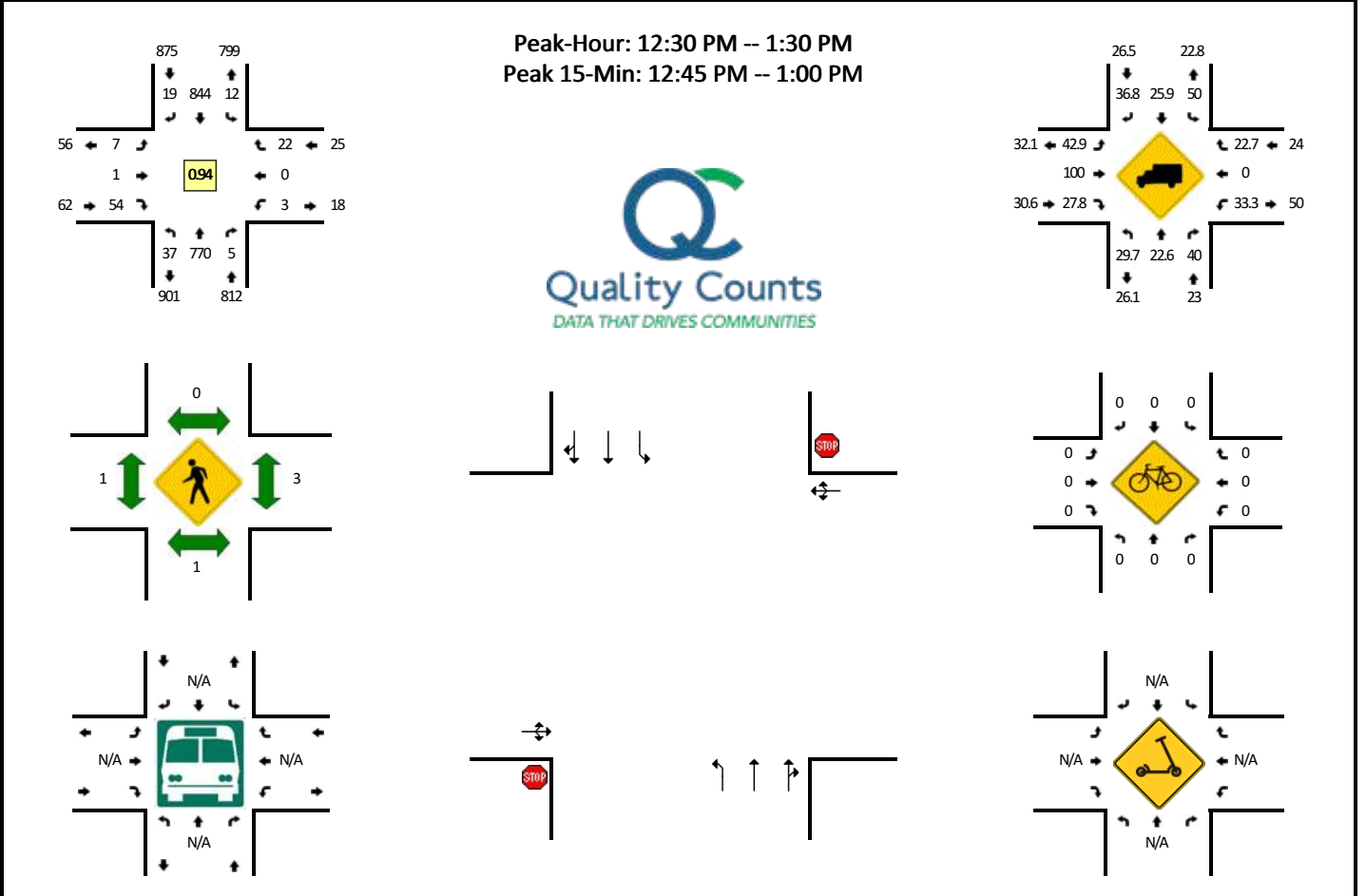
| 15-Min Count Period Beginning At | US 101 (Northbound) | | | | US 101 (Southbound) | | | | 30th St (Eastbound) | | | | 30th St (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------|------|-------|---|---------------------|------|-------|---|---------------------|------|-------|---|---------------------|------|-------|---|-------|---------------|
| | 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 | | |
| 3:45 PM | 1 | 172 | 0 | 0 | 1 | 164 | 1 | 0 | 0 | 0 | 10 | 0 | 1 | 0 | 1 | 0 | | |
| 4:00 PM | 1 | 193 | 0 | 0 | 0 | 192 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | | |
| 4:15 PM | 7 | 170 | 3 | 0 | 0 | 167 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | | |
| 4:30 PM | 10 | 166 | 1 | 0 | 0 | 174 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | | |
| 4:45 PM | 7 | 169 | 0 | 0 | 0 | 152 | 0 | 0 | 2 | 2 | 3 | 0 | 2 | 0 | 2 | 0 | | |
| 5:00 PM | 6 | 175 | 2 | 0 | 1 | 153 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | | |
| 5:15 PM | 3 | 147 | 2 | 0 | 0 | 131 | 2 | 0 | 1 | 0 | 5 | 0 | 1 | 0 | 1 | 0 | | |
| 5:30 PM | 4 | 138 | 2 | 0 | 0 | 138 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | | |
| 5:45 PM | 4 | 136 | 2 | 0 | 0 | 119 | 2 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | | |
| 6:00 PM | 2 | 117 | 0 | 0 | 1 | 117 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | | |
| 6:15 PM | 1 | 99 | 0 | 0 | 0 | 99 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | | |
| 6:30 PM | 3 | 135 | 0 | 0 | 0 | 91 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | |
| 6:45 PM | 1 | 88 | 1 | 0 | 0 | 95 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | | |
| 7:00 PM | 2 | 76 | 1 | 0 | 0 | 81 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | | |
| 7:15 PM | 3 | 83 | 0 | 0 | 0 | 75 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | | |
| 7:30 PM | 3 | 70 | 0 | 0 | 0 | 71 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | | |
| 7:45 PM | 0 | 56 | 0 | 0 | 0 | 77 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | |
| 8:00 PM | 1 | 60 | 1 | 0 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 8:15 PM | 1 | 57 | 1 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | |
| 8:30 PM | 0 | 46 | 1 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | | |
| 8:45 PM | 2 | 61 | 1 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 9:00 PM | 2 | 47 | 1 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 9:15 PM | 0 | 36 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | |
| 9:30 PM | 2 | 34 | 1 | 0 | 0 | 26 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 9:45 PM | 2 | 35 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | | |
| 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 | | |
| Heavy Trucks | 0 | 196 | 4 | | 0 | 236 | 4 | | 0 | 0 | 4 | | 0 | 0 | 8 | | | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 4 | | | | |
| Bicycles | 0 | 8 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

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

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

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

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



| 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 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

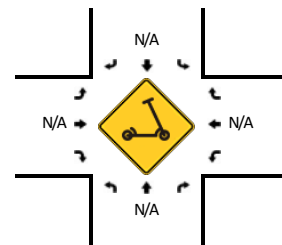
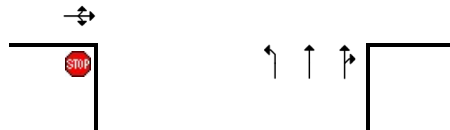
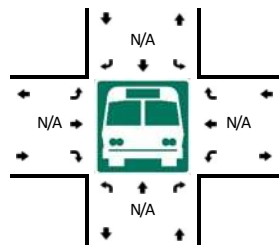
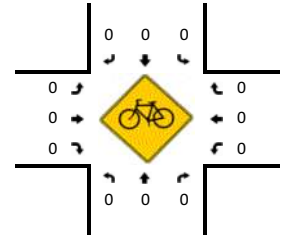
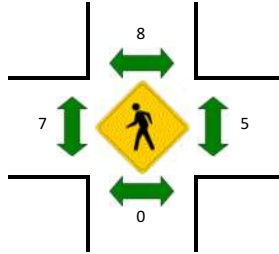
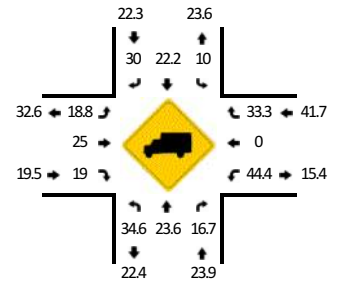
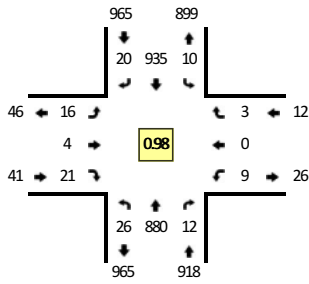
Report generated on 7/24/2022 12:23 AM

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

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



| 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 |

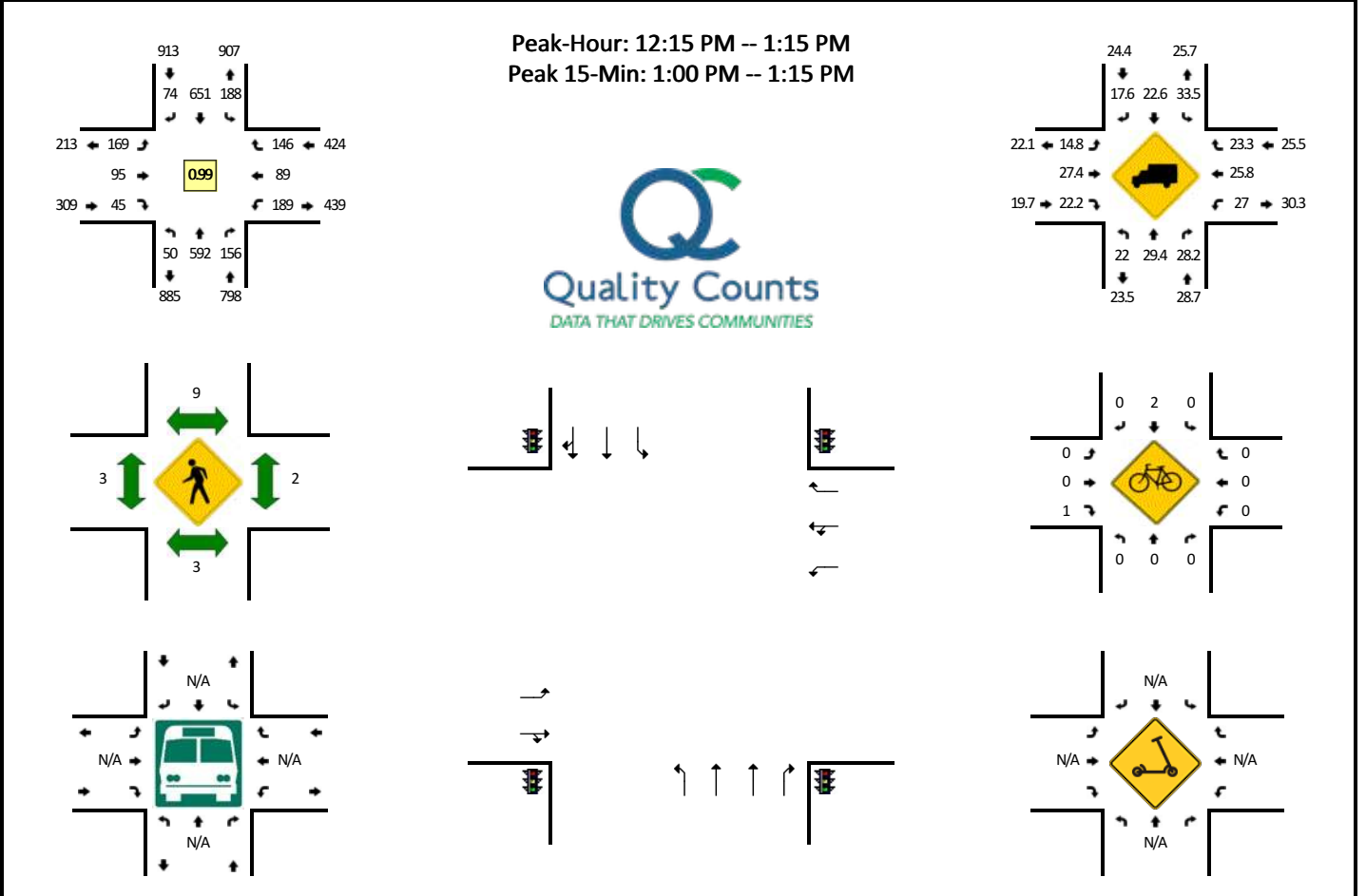
| 15-Min Count Period Beginning At | US 101 (Northbound) | | | | US 101 (Southbound) | | | | 15th St (Eastbound) | | | | 15th St (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------|------|-------|---|---------------------|------|-------|---|---------------------|------|-------|---|---------------------|------|-------|---|-------|---------------|
| | 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 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

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

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

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

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



| 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 | |
| 7:00 AM | 2 | 26 | 19 | 0 | 18 | 40 | 12 | 0 | 14 | 6 | 5 | 0 | 10 | 10 | 12 | 0 | 174 | |
| 7:15 AM | 3 | 53 | 18 | 0 | 18 | 38 | 18 | 0 | 4 | 6 | 4 | 0 | 27 | 11 | 17 | 0 | 217 | |
| 7:30 AM | 2 | 64 | 16 | 0 | 15 | 60 | 9 | 0 | 21 | 10 | 2 | 0 | 21 | 15 | 22 | 0 | 257 | |
| 7:45 AM | 8 | 86 | 23 | 0 | 18 | 63 | 12 | 0 | 23 | 13 | 4 | 0 | 25 | 26 | 19 | 0 | 320 | |
| 8:00 AM | 5 | 78 | 15 | 0 | 29 | 67 | 12 | 0 | 16 | 9 | 4 | 0 | 21 | 17 | 34 | 0 | 307 | |
| 8:15 AM | 5 | 75 | 27 | 0 | 29 | 84 | 15 | 0 | 15 | 12 | 6 | 0 | 28 | 14 | 27 | 0 | 337 | |
| 8:30 AM | 4 | 66 | 25 | 0 | 25 | 69 | 12 | 0 | 22 | 2 | 2 | 0 | 27 | 18 | 20 | 0 | 292 | |
| 8:45 AM | 4 | 70 | 30 | 0 | 25 | 87 | 13 | 0 | 15 | 16 | 6 | 0 | 30 | 16 | 28 | 0 | 340 | |
| 9:00 AM | 8 | 102 | 26 | 0 | 31 | 88 | 16 | 0 | 29 | 16 | 13 | 0 | 22 | 12 | 33 | 0 | 396 | |
| 9:15 AM | 5 | 111 | 24 | 0 | 30 | 96 | 16 | 0 | 23 | 14 | 11 | 0 | 25 | 9 | 23 | 0 | 387 | |
| 9:30 AM | 6 | 97 | 21 | 0 | 26 | 105 | 17 | 0 | 20 | 17 | 11 | 0 | 29 | 21 | 20 | 0 | 390 | |
| 9:45 AM | 10 | 98 | 29 | 0 | 45 | 103 | 16 | 0 | 33 | 21 | 8 | 0 | 29 | 15 | 27 | 0 | 434 | |
| 10:00 AM | 11 | 108 | 35 | 0 | 33 | 114 | 21 | 0 | 37 | 23 | 10 | 0 | 33 | 15 | 34 | 0 | 474 | |
| 10:15 AM | 11 | 94 | 26 | 0 | 32 | 103 | 15 | 0 | 35 | 11 | 4 | 0 | 36 | 17 | 31 | 0 | 415 | |
| 10:30 AM | 13 | 118 | 29 | 0 | 29 | 126 | 14 | 0 | 32 | 18 | 13 | 0 | 47 | 17 | 19 | 0 | 475 | |
| 10:45 AM | 12 | 123 | 39 | 0 | 36 | 115 | 19 | 0 | 37 | 33 | 5 | 0 | 31 | 20 | 29 | 0 | 499 | |
| 11:00 AM | 8 | 120 | 28 | 0 | 46 | 137 | 22 | 0 | 40 | 26 | 10 | 0 | 41 | 16 | 33 | 0 | 527 | |
| 11:15 AM | 13 | 105 | 38 | 0 | 33 | 136 | 18 | 0 | 39 | 29 | 14 | 0 | 49 | 17 | 31 | 0 | 522 | |
| 11:30 AM | 12 | 130 | 45 | 0 | 35 | 153 | 14 | 0 | 45 | 23 | 6 | 0 | 39 | 15 | 31 | 0 | 548 | |
| 11:45 AM | 10 | 128 | 37 | 0 | 40 | 170 | 27 | 0 | 42 | 29 | 9 | 0 | 50 | 13 | 46 | 0 | 601 | |
| 12:00 PM | 4 | 134 | 42 | 0 | 41 | 159 | 27 | 0 | 50 | 29 | 11 | 0 | 32 | 9 | 20 | 0 | 558 | |
| 12:15 PM | 9 | 148 | 41 | 0 | 60 | 162 | 20 | 0 | 39 | 23 | 7 | 0 | 45 | 23 | 42 | 0 | 619 | |
| 12:30 PM | 12 | 137 | 40 | 0 | 43 | 152 | 17 | 0 | 47 | 23 | 14 | 0 | 51 | 21 | 38 | 0 | 595 | |
| 12:45 PM | 13 | 153 | 35 | 0 | 44 | 163 | 12 | 0 | 41 | 24 | 11 | 0 | 57 | 25 | 32 | 0 | 610 | |
| 1:00 PM | 16 | 154 | 40 | 0 | 41 | 174 | 25 | 0 | 42 | 25 | 13 | 0 | 36 | 20 | 34 | 0 | 620 | |
| 1:15 PM | 13 | 141 | 29 | 0 | 36 | 150 | 14 | 0 | 29 | 30 | 12 | 0 | 45 | 17 | 33 | 0 | 549 | |
| 1:30 PM | 4 | 139 | 40 | 0 | 44 | 162 | 18 | 0 | 22 | 15 | 13 | 0 | 41 | 18 | 36 | 0 | 552 | |
| 1:45 PM | 9 | 130 | 39 | 0 | 36 | 134 | 16 | 0 | 33 | 28 | 13 | 0 | 47 | 15 | 37 | 0 | 537 | |
| 2:00 PM | 13 | 131 | 32 | 0 | 42 | 152 | 16 | 0 | 47 | 21 | 11 | 0 | 41 | 14 | 26 | 0 | 546 | |
| 2:15 PM | 10 | 163 | 37 | 0 | 37 | 141 | 18 | 0 | 38 | 26 | 6 | 0 | 70 | 21 | 41 | 0 | 608 | |
| 2:30 PM | 9 | 129 | 40 | 0 | 28 | 126 | 12 | 0 | 32 | 28 | 14 | 0 | 61 | 21 | 45 | 0 | 545 | |
| 2:45 PM | 17 | 140 | 44 | 0 | 42 | 159 | 9 | 0 | 32 | 28 | 4 | 0 | 52 | 17 | 29 | 0 | 573 | |
| 3:00 PM | 9 | 144 | 41 | 0 | 35 | 149 | 7 | 0 | 55 | 28 | 7 | 0 | 42 | 20 | 40 | 0 | 577 | |
| 3:15 PM | 12 | 119 | 29 | 0 | 32 | 166 | 21 | 0 | 34 | 26 | 9 | 0 | 49 | 20 | 30 | 0 | 547 | |

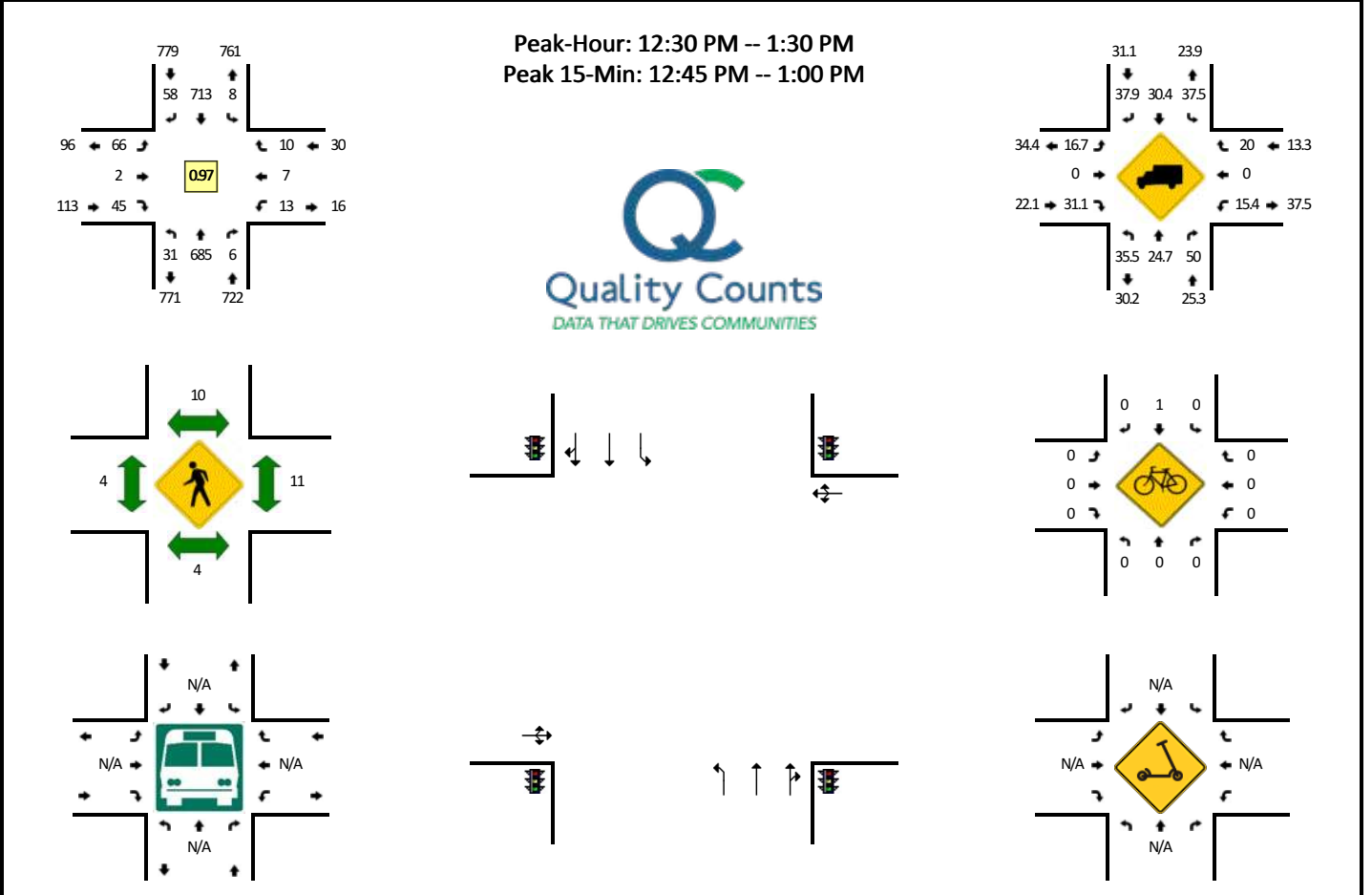
| 15-Min Count Period Beginning At | US 101 (Northbound) | | | | US 101 (Southbound) | | | | OR 126 (Eastbound) | | | | OR 126 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------|------|-------|---|---------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | 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 | | | | | | 16 | | | | 0 | | | | 4 | | | 20 | |
| Pedestrians | | 0 | | | | | | | | 0 | | | | | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scooters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

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

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

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

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



| 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 |

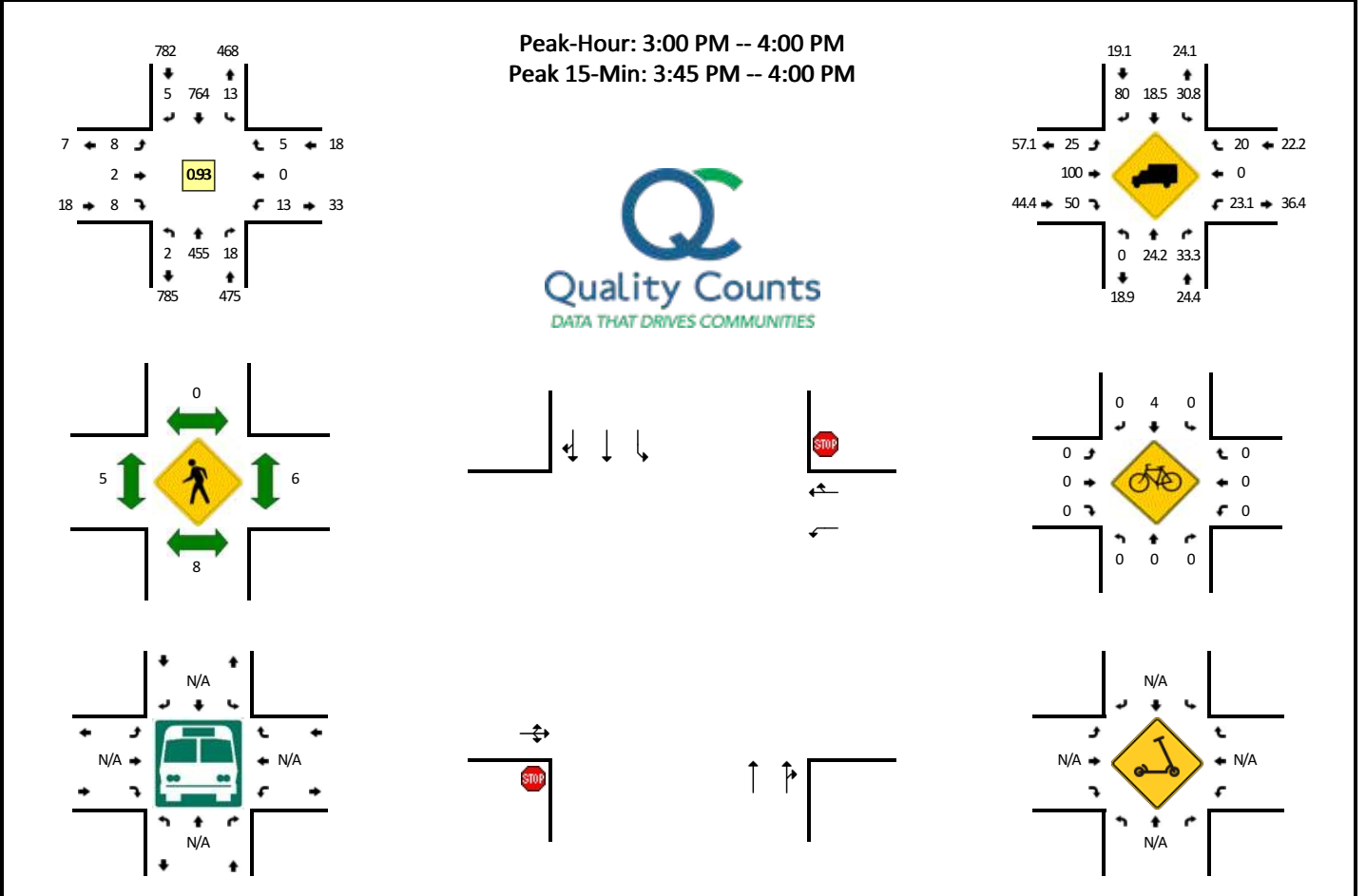
| 15-Min Count Period Beginning At | US 101 (Northbound) | | | | US 101 (Southbound) | | | | Rhododendron Dr (Eastbound) | | | | Rhododendron Dr (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------|------|-------|---|---------------------|------|-------|---|-----------------------------|------|-------|---|-----------------------------|------|-------|---|-------|---------------|
| | 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 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

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

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

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

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



| 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 |

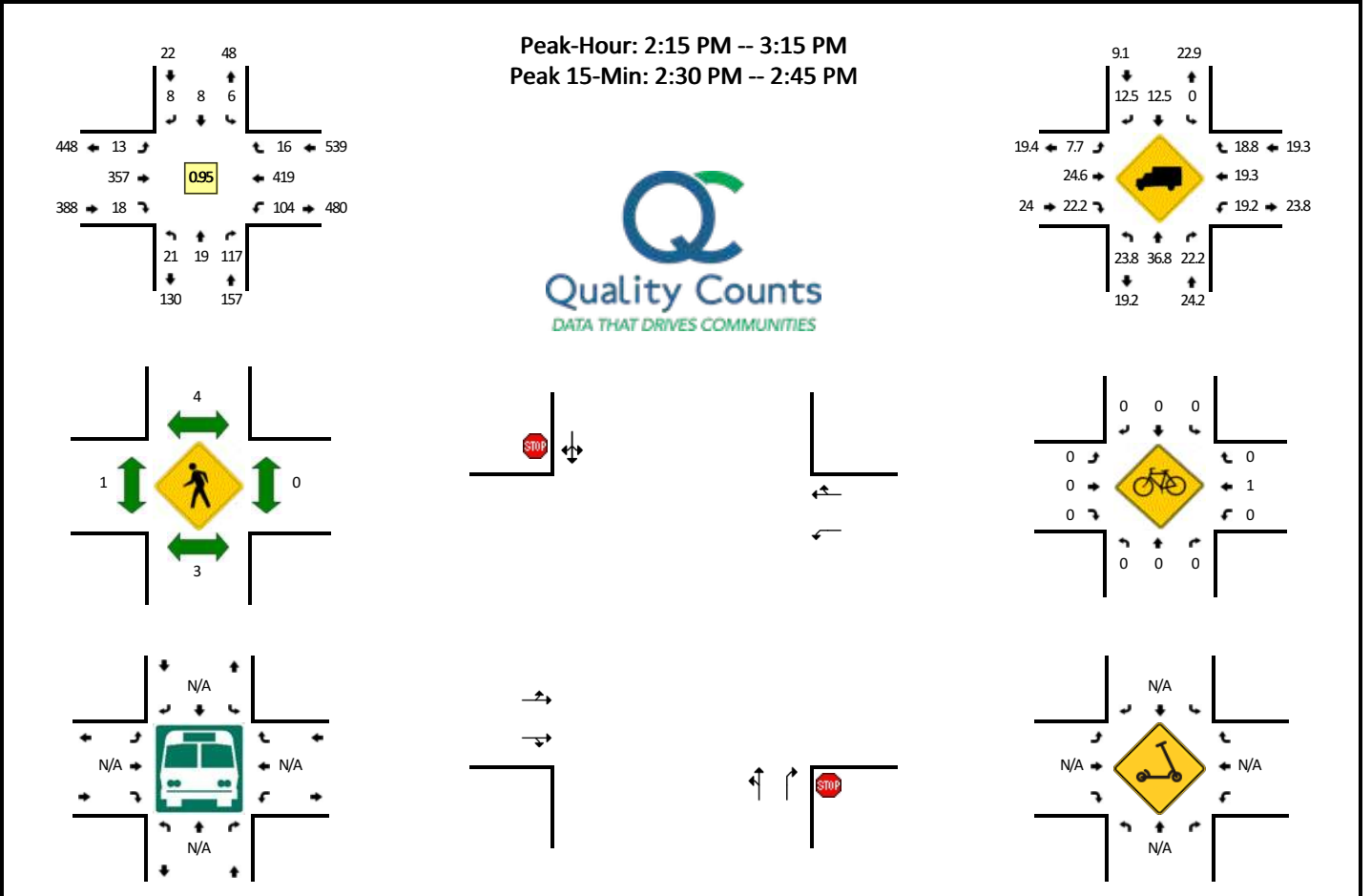
| 15-Min Count Period Beginning At | US 101 (Northbound) | | | | US 101 (Southbound) | | | | 2nd St (Eastbound) | | | | 2nd St (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------|------|-------|---|---------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | 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 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

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

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

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

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



| 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 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

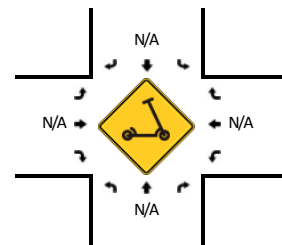
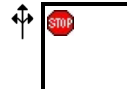
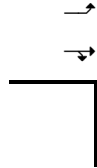
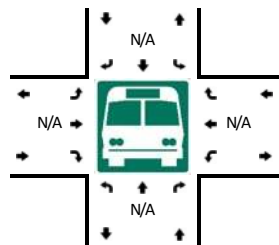
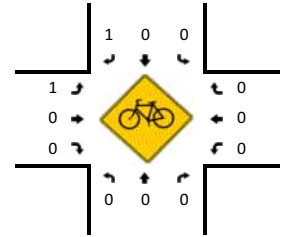
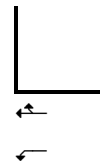
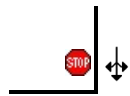
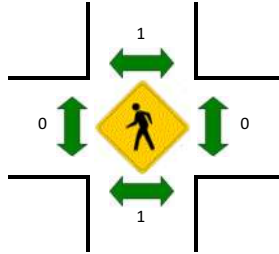
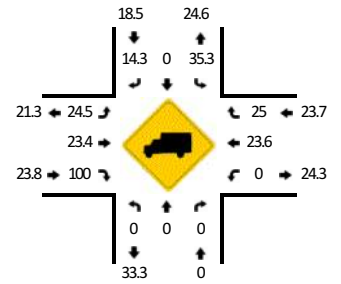
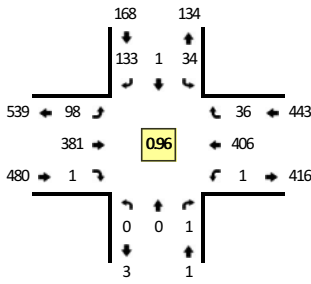
Report generated on 7/24/2022 12:23 AM

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

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



| 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 | 0 | 12 | 0 | 16 | 0 | 20 | 92 | 0 | 0 | 0 | 108 | 12 | 0 | 260 | |
| Buses | | 4 | | | | 4 | | | | 0 | | | | 0 | | | 8 | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 8 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 4 | | 4 | 0 | 0 | | 0 | 0 | 0 | | 8 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

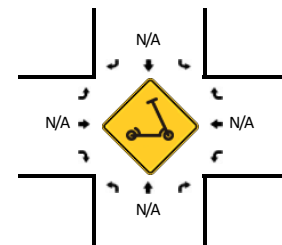
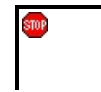
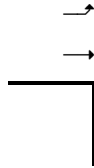
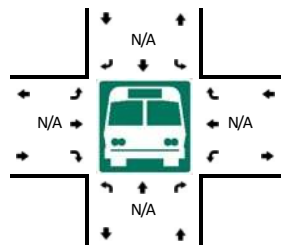
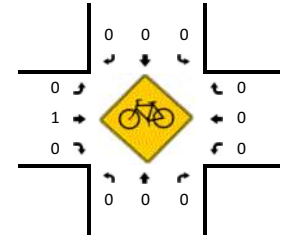
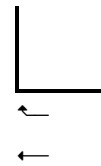
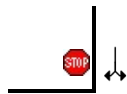
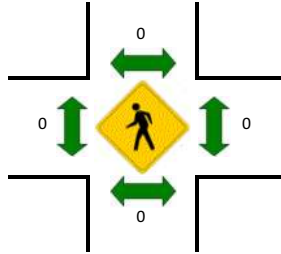
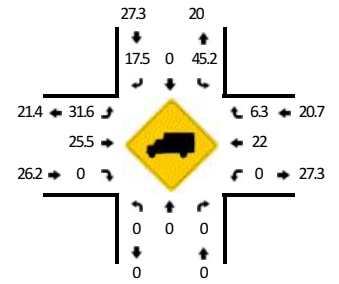
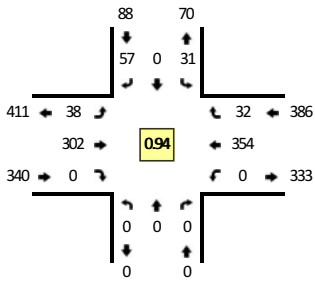
Report generated on 7/24/2022 12:23 AM

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

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



| 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 |

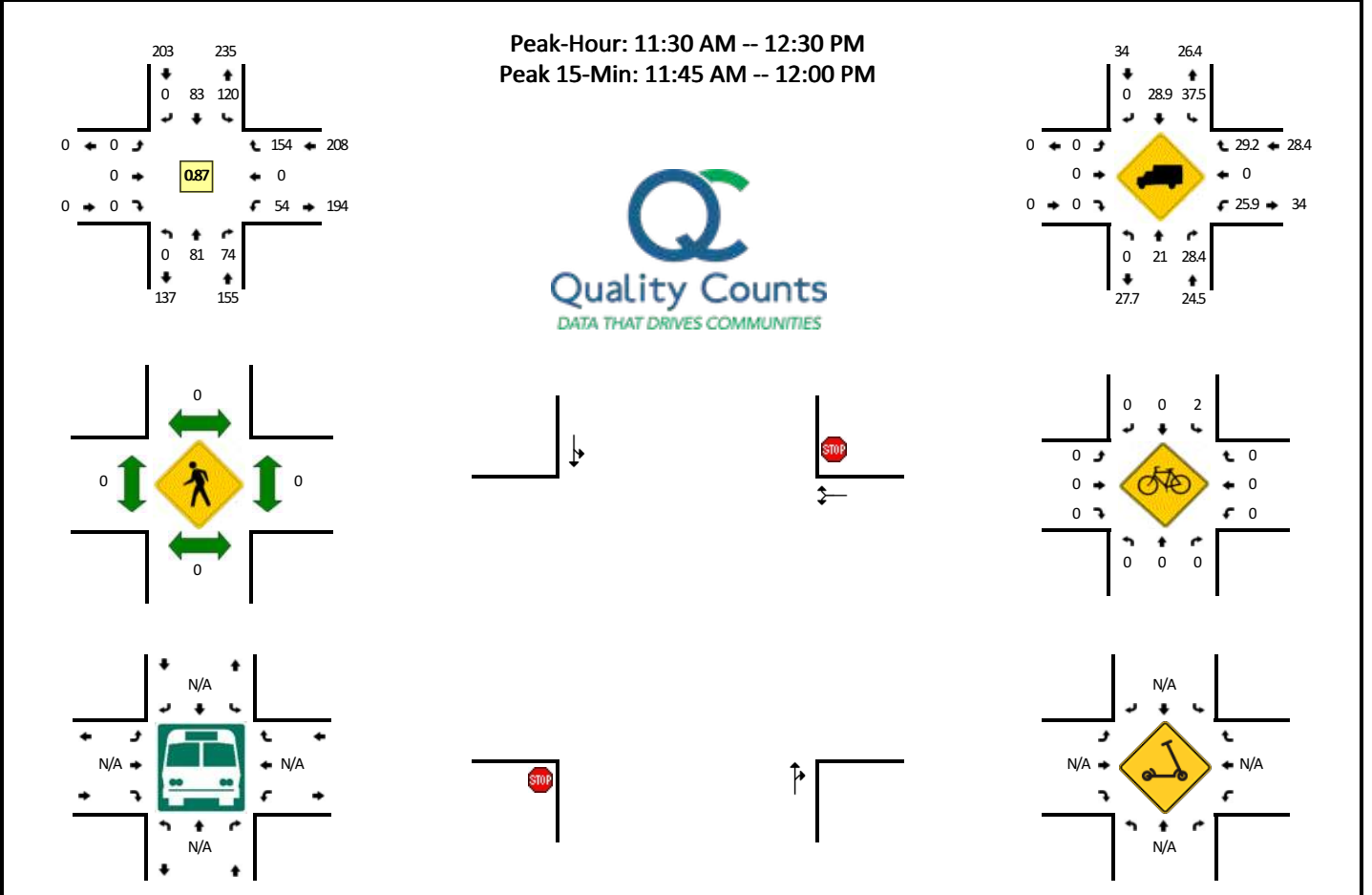
| 15-Min Count Period Beginning At | N Fork Rd (Northbound) | | | | N Fork Rd (Southbound) | | | | OR 126 (Eastbound) | | | | OR 126 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|------------------------|------|-------|---|------------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | 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 | 0 | 16 | 0 | 16 | 0 | 24 | 64 | 0 | 0 | 0 | 84 | 0 | 0 | 204 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 4 | 0 | | 0 | 0 | 0 | | 4 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

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

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

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

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



| 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 |

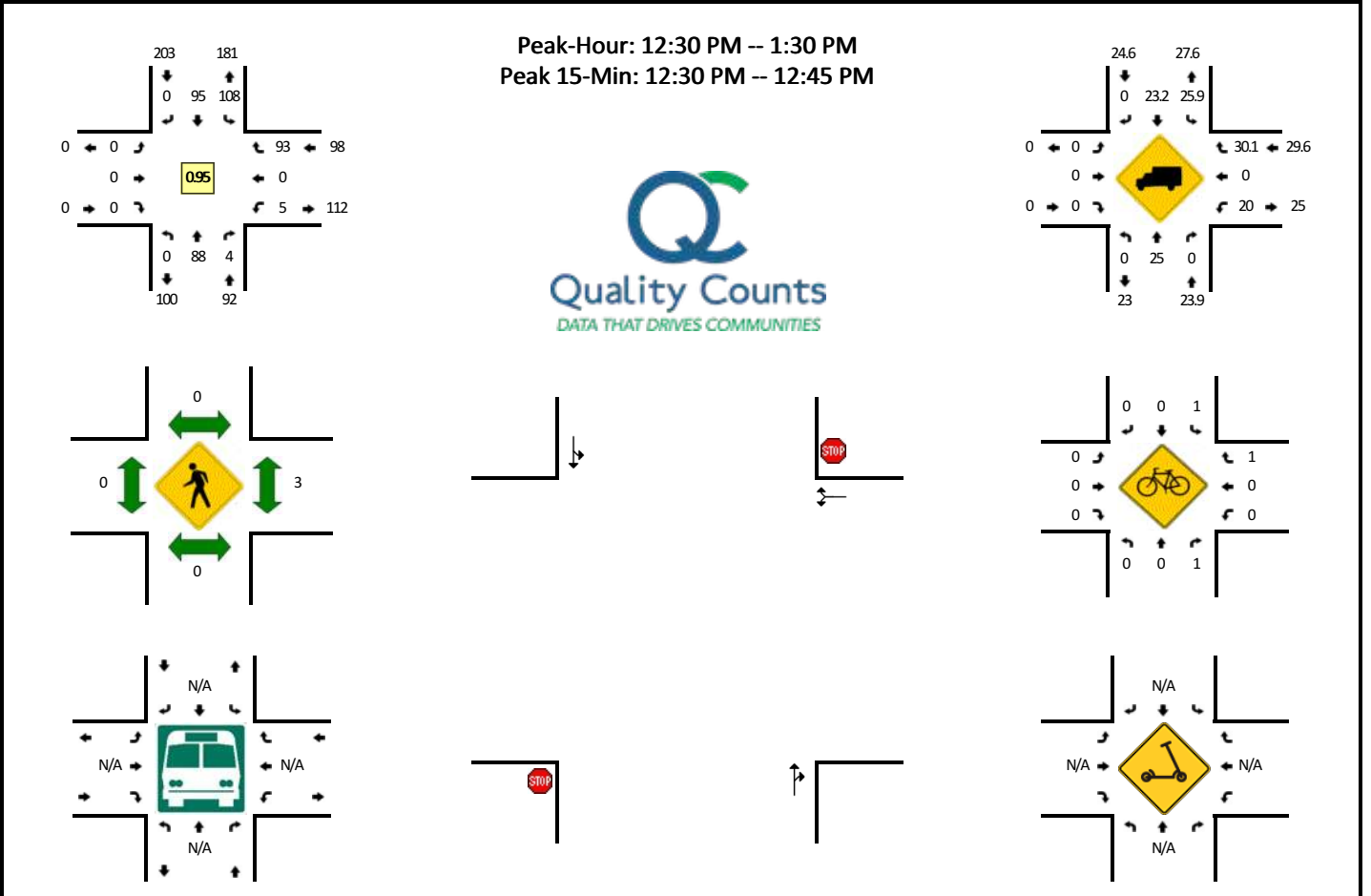
| 15-Min Count Period Beginning At | Rhododendron Dr (Northbound) | | | | Rhododendron Dr (Southbound) | | | | 35th St (Eastbound) | | | | 35th St (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|------------------------------|------|-------|---|------------------------------|------|-------|---|---------------------|------|-------|---|---------------------|------|-------|---|-------|---------------|
| | 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 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

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

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

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

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



| 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 | 0 | 1 | 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 |

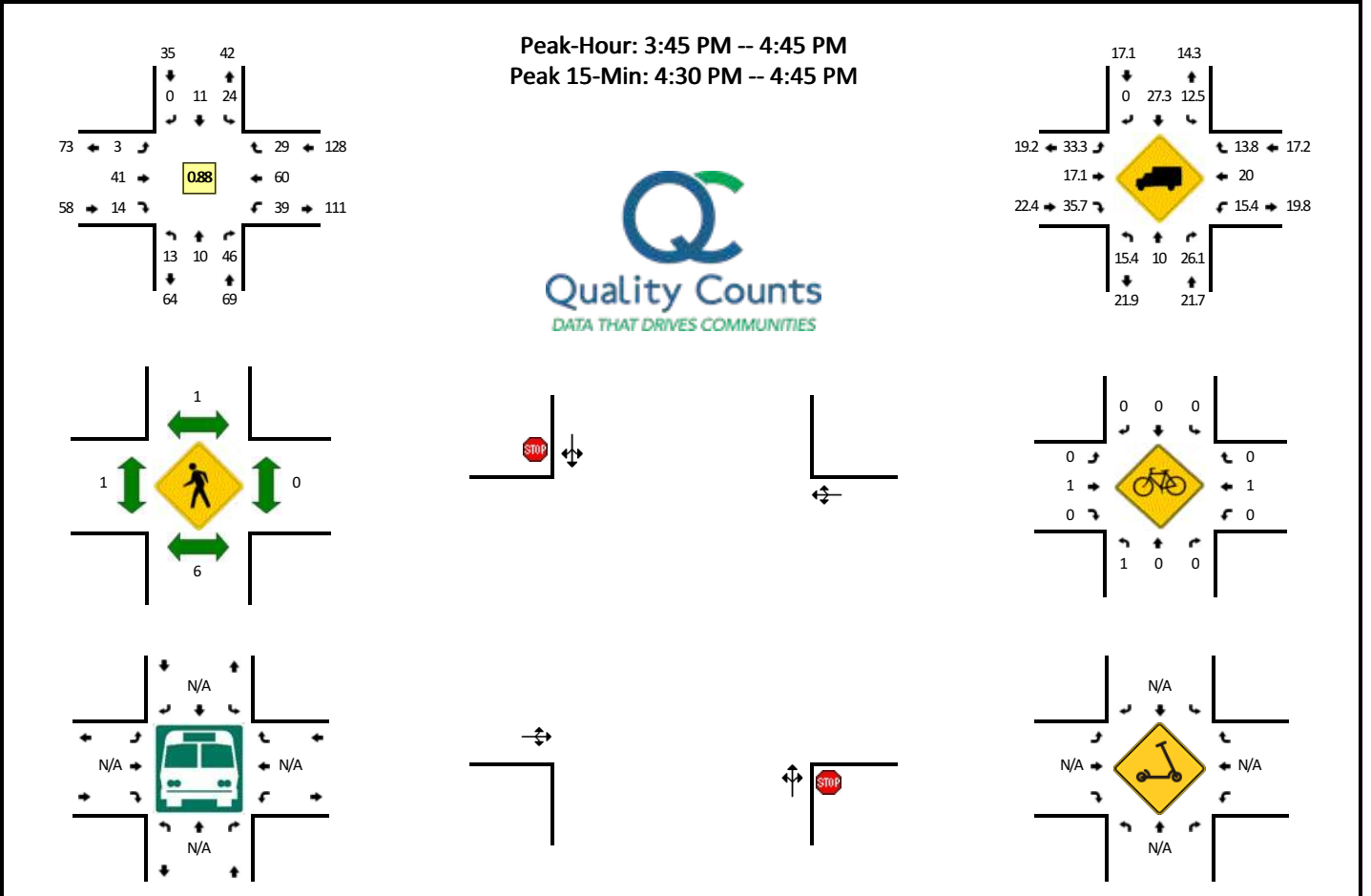
| 15-Min Count Period Beginning At | Rhododendron Dr (Northbound) | | | | Rhododendron Dr (Southbound) | | | | 9th St (Eastbound) | | | | 9th St (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|------------------------------|------|-------|---|------------------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | 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 | 0 | 16 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 92 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 8 | | | 8 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 4 | | 4 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

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

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

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

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



| 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 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 9 | |
| 6:30 AM | 0 | 0 | 1 | 0 | 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 | 0 | 1 | 2 | 0 | 2 | 3 | 0 | 0 | 13 | 30 |
| 7:00 AM | 0 | 1 | 6 | 0 | 4 | 0 | 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 | 0 | 2 | 0 | 0 | 3 | 9 | 3 | 0 | 24 | 58 |
| 7:30 AM | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 4 | 3 | 1 | 0 | 20 | 73 |
| 7:45 AM | 5 | 0 | 4 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 6 | 6 | 1 | 0 | 39 | 99 |
| 8:00 AM | 2 | 1 | 4 | 0 | 1 | 0 | 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 | 0 | 5 | 3 | 0 | 2 | 4 | 4 | 0 | 31 | 117 |
| 8:30 AM | 1 | 2 | 6 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 3 | 3 | 1 | 0 | 32 | 129 |
| 8:45 AM | 2 | 2 | 6 | 0 | 2 | 2 | 1 | 0 | 0 | 1 | 5 | 1 | 0 | 5 | 4 | 1 | 0 | 32 | 122 |
| 9:00 AM | 1 | 2 | 5 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 4 | 7 | 2 | 0 | 32 | 127 |
| 9:15 AM | 4 | 2 | 11 | 0 | 3 | 0 | 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 | 0 | 10 | 2 | 0 | 2 | 6 | 3 | 0 | 43 | 150 |
| 9:45 AM | 0 | 4 | 8 | 0 | 7 | 4 | 0 | 0 | 0 | 1 | 9 | 2 | 0 | 9 | 6 | 3 | 0 | 53 | 171 |
| 10:00 AM | 5 | 1 | 12 | 0 | 5 | 1 | 1 | 0 | 0 | 2 | 6 | 0 | 0 | 6 | 6 | 4 | 0 | 49 | 188 |
| 10:15 AM | 7 | 3 | 10 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 15 | 6 | 0 | 5 | 11 | 3 | 0 | 68 | 213 |
| 10:30 AM | 3 | 0 | 7 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 7 | 9 | 1 | 0 | 50 | 220 |
| 10:45 AM | 1 | 7 | 8 | 0 | 7 | 6 | 0 | 0 | 0 | 0 | 11 | 4 | 0 | 5 | 8 | 6 | 0 | 63 | 230 |
| 11:00 AM | 4 | 1 | 7 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 15 | 5 | 0 | 6 | 5 | 5 | 0 | 60 | 241 |
| 11:15 AM | 4 | 1 | 14 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 10 | 4 | 0 | 8 | 9 | 9 | 0 | 69 | 242 |
| 11:30 AM | 0 | 5 | 10 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 7 | 5 | 0 | 11 | 7 | 2 | 0 | 51 | 243 |
| 11:45 AM | 5 | 3 | 15 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 12 | 5 | 0 | 8 | 11 | 4 | 0 | 68 | 248 |
| 12:00 PM | 5 | 3 | 17 | 0 | 11 | 3 | 0 | 0 | 0 | 1 | 13 | 3 | 0 | 11 | 7 | 2 | 0 | 76 | 264 |
| 12:15 PM | 2 | 2 | 9 | 0 | 4 | 4 | 0 | 0 | 0 | 1 | 7 | 1 | 0 | 11 | 9 | 5 | 0 | 55 | 250 |
| 12:30 PM | 3 | 3 | 13 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 10 | 11 | 4 | 0 | 61 | 260 |
| 12:45 PM | 3 | 2 | 17 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 7 | 4 | 0 | 10 | 17 | 4 | 0 | 71 | 263 |
| 1:00 PM | 5 | 1 | 5 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 15 | 10 | 4 | 0 | 58 | 245 |
| 1:15 PM | 2 | 2 | 6 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 12 | 1 | 0 | 10 | 10 | 6 | 0 | 57 | 247 |
| 1:30 PM | 6 | 2 | 12 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 19 | 5 | 0 | 10 | 17 | 9 | 0 | 89 | 275 |
| 1:45 PM | 5 | 1 | 13 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 2 | 6 | 3 | 0 | 51 | 255 |
| 2:00 PM | 0 | 2 | 8 | 0 | 6 | 3 | 1 | 0 | 0 | 0 | 9 | 3 | 0 | 15 | 5 | 3 | 0 | 55 | 252 |
| 2:15 PM | 2 | 2 | 19 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 8 | 2 | 0 | 11 | 12 | 2 | 0 | 63 | 258 |
| 2:30 PM | 6 | 3 | 9 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 7 | 4 | 0 | 9 | 21 | 9 | 0 | 74 | 243 |
| 2:45 PM | 3 | 3 | 8 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 9 | 6 | 0 | 6 | 11 | 7 | 0 | 63 | 255 |
| 3:00 PM | 4 | 2 | 11 | 0 | 4 | 5 | 0 | 0 | 0 | 1 | 8 | 3 | 0 | 13 | 8 | 5 | 0 | 64 | 264 |
| 3:15 PM | 2 | 7 | 7 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 5 | 5 | 6 | 0 | 48 | 249 |
| 3:30 PM | 3 | 4 | 12 | 0 | 5 | 5 | 1 | 0 | 0 | 0 | 5 | 2 | 0 | 15 | 12 | 5 | 0 | 69 | 244 |

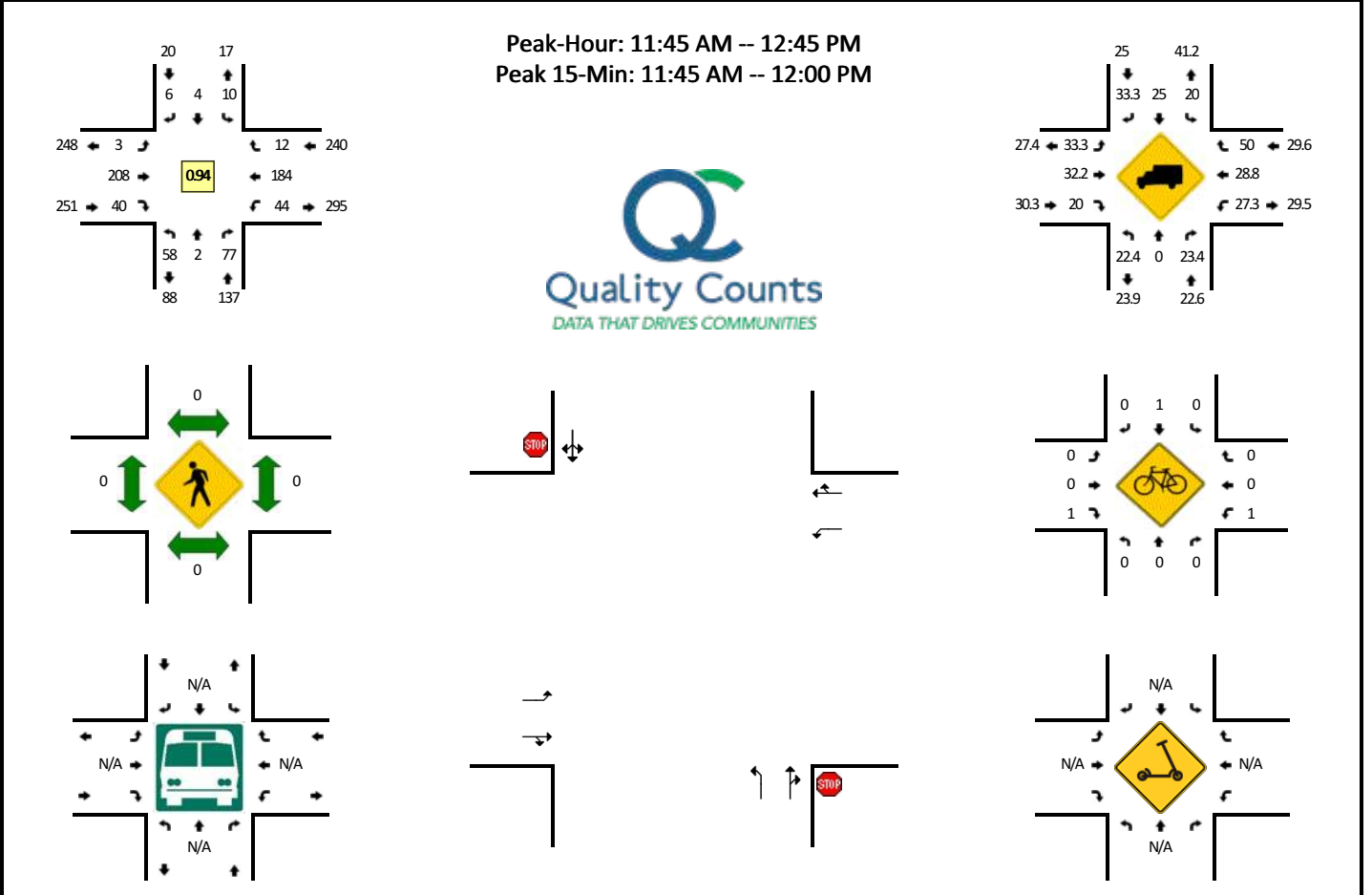
| 15-Min Count Period Beginning At | 4th Ave/Rhododendron Dr (Northbound) | | | | 4th Ave/Rhododendron Dr (Southbound) | | | | Kiwanda St/Heceta Beach Rd (Eastbound) | | | | Kiwanda St/Heceta Beach Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|--------------------------------------|------|-------|---|--------------------------------------|------|-------|---|--|------|-------|---|--|------|-------|---|-------|---------------|
| | 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 | | 4 | | | | 4 | | | | 4 | | | | 0 | | | 12 | |
| Pedestrians | | | | | | | | | | | | | | | | | | |
| Bicycles | 4 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 4 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

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

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

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

QC JOB #: 15890317
DATE: Thu, Jun 3 2021



| 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 | 0 | 5 | 1 | 0 | 2 | 4 | 0 | 0 | 13 | |
| 6:15 AM | 1 | 0 | 2 | 0 | 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 | 0 | 9 | 9 | 0 | 4 | 7 | 1 | 0 | 33 | |
| 6:45 AM | 3 | 0 | 5 | 0 | 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 | 0 | 1 | 15 | 2 | 0 | 2 | 11 | 2 | 0 | 38 | 134 |
| 7:15 AM | 2 | 0 | 5 | 0 | 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 | 0 | 1 | 17 | 6 | 0 | 8 | 17 | 1 | 0 | 61 | 198 |
| 7:45 AM | 4 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 41 | 13 | 0 | 22 | 21 | 2 | 0 | 112 | 266 |
| 8:00 AM | 11 | 0 | 10 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 27 | 11 | 0 | 5 | 21 | 4 | 0 | 94 | 322 |
| 8:15 AM | 8 | 0 | 10 | 0 | 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 | 0 | 1 | 35 | 11 | 0 | 11 | 23 | 2 | 0 | 100 | 399 |
| 8:45 AM | 7 | 0 | 12 | 0 | 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 | 0 | 2 | 30 | 8 | 0 | 7 | 22 | 1 | 0 | 98 | 405 |
| 9:15 AM | 9 | 0 | 14 | 0 | 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 | 0 | 31 | 8 | 0 | 7 | 30 | 4 | 0 | 109 | 433 |
| 9:45 AM | 9 | 0 | 15 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 29 | 9 | 0 | 6 | 31 | 1 | 0 | 102 | 421 |
| 10:00 AM | 10 | 0 | 11 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 33 | 1 | 0 | 6 | 24 | 1 | 0 | 92 | 415 |
| 10:15 AM | 8 | 1 | 14 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 39 | 7 | 0 | 11 | 30 | 0 | 0 | 111 | 414 |
| 10:30 AM | 10 | 1 | 11 | 0 | 1 | 0 | 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 | 0 | 57 | 9 | 0 | 4 | 22 | 0 | 0 | 122 | 441 |
| 11:00 AM | 10 | 0 | 11 | 0 | 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 | 0 | 45 | 7 | 0 | 8 | 36 | 5 | 0 | 125 | 493 |
| 11:30 AM | 15 | 1 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 27 | 10 | 0 | 11 | 53 | 3 | 0 | 135 | 512 |
| 11:45 AM | 18 | 0 | 18 | 0 | 5 | 3 | 1 | 0 | 0 | 1 | 63 | 13 | 0 | 11 | 39 | 1 | 0 | 173 | 563 |
| 12:00 PM | 17 | 2 | 22 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 50 | 6 | 0 | 10 | 53 | 2 | 0 | 164 | 597 |
| 12:15 PM | 15 | 0 | 13 | 0 | 3 | 1 | 3 | 0 | 0 | 1 | 47 | 10 | 0 | 11 | 50 | 4 | 0 | 158 | 630 |
| 12:30 PM | 8 | 0 | 24 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 48 | 11 | 0 | 12 | 42 | 5 | 0 | 153 | 648 |
| 12:45 PM | 13 | 1 | 12 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 49 | 15 | 0 | 13 | 50 | 3 | 0 | 164 | 639 |
| 1:00 PM | 24 | 0 | 16 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 43 | 11 | 0 | 7 | 53 | 3 | 0 | 164 | 639 |
| 1:15 PM | 14 | 0 | 7 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 37 | 13 | 0 | 20 | 41 | 1 | 0 | 137 | 618 |
| 1:30 PM | 8 | 0 | 17 | 0 | 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 | 0 | 1 | 38 | 16 | 0 | 6 | 41 | 3 | 0 | 130 | 548 |
| 2:00 PM | 9 | 0 | 17 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 41 | 8 | 0 | 15 | 47 | 1 | 0 | 142 | 526 |
| 2:15 PM | 16 | 0 | 12 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 32 | 5 | 0 | 9 | 39 | 1 | 0 | 116 | 505 |
| 2:30 PM | 11 | 0 | 13 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 35 | 15 | 0 | 10 | 38 | 0 | 0 | 126 | 514 |
| 2:45 PM | 17 | 1 | 20 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 36 | 13 | 0 | 13 | 43 | 1 | 0 | 149 | 533 |
| 3:00 PM | 7 | 1 | 20 | 0 | 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 | 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 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

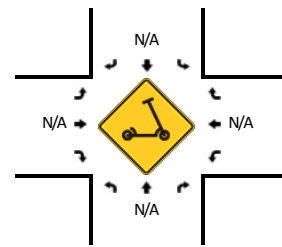
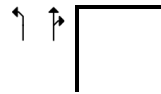
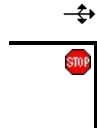
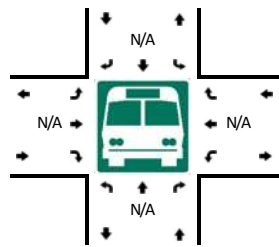
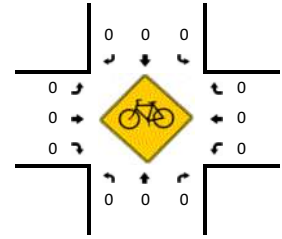
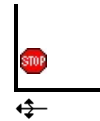
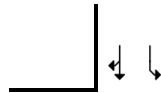
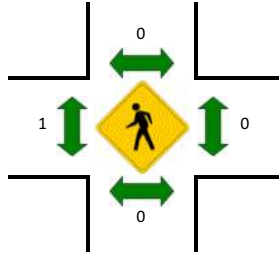
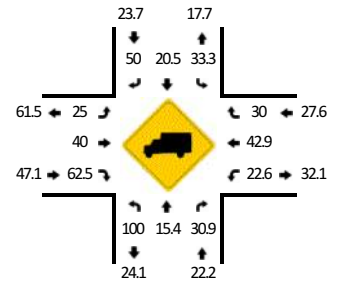
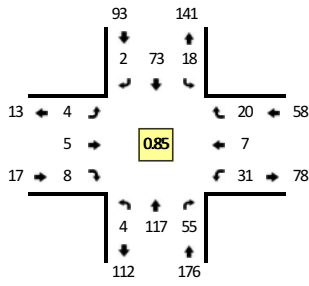
Report generated on 8/1/2022 5:06 PM

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

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



| 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 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 7 | |
| 6:15 AM | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 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 | 0 | 4 | 2 | 0 | 0 | 19 | |
| 6:45 AM | 2 | 6 | 0 | 0 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 2 | 0 | 25 | 64 |
| 7:00 AM | 0 | 5 | 3 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 21 | 78 |
| 7:15 AM | 0 | 7 | 3 | 0 | 5 | 9 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 5 | 1 | 1 | 0 | 36 | 101 |
| 7:30 AM | 1 | 10 | 8 | 0 | 1 | 10 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 1 | 0 | 39 | 121 |
| 7:45 AM | 2 | 16 | 14 | 0 | 7 | 22 | 4 | 0 | 0 | 0 | 1 | 2 | 0 | 10 | 4 | 2 | 0 | 84 | 180 |
| 8:00 AM | 1 | 10 | 19 | 0 | 5 | 16 | 0 | 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 | 0 | 2 | 0 | 9 | 2 | 4 | 0 | 54 | 264 |
| 8:30 AM | 2 | 13 | 2 | 0 | 3 | 19 | 0 | 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 | 0 | 3 | 0 | 5 | 3 | 2 | 0 | 65 | 250 |
| 9:00 AM | 2 | 25 | 8 | 0 | 4 | 13 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 1 | 2 | 0 | 61 | 224 |
| 9:15 AM | 1 | 21 | 8 | 0 | 3 | 17 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 6 | 1 | 2 | 0 | 67 | 237 |
| 9:30 AM | 0 | 25 | 15 | 0 | 6 | 13 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 4 | 4 | 0 | 81 | 274 |
| 9:45 AM | 0 | 21 | 8 | 0 | 2 | 13 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 14 | 2 | 6 | 0 | 68 | 277 |
| 10:00 AM | 1 | 18 | 7 | 0 | 2 | 6 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 4 | 0 | 3 | 0 | 44 | 260 |
| 10:15 AM | 0 | 21 | 4 | 0 | 2 | 16 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 1 | 1 | 0 | 52 | 245 |
| 10:30 AM | 1 | 18 | 9 | 0 | 2 | 9 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 0 | 2 | 0 | 52 | 216 |
| 10:45 AM | 0 | 23 | 2 | 0 | 2 | 14 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 0 | 8 | 0 | 58 | 206 |
| 11:00 AM | 0 | 18 | 5 | 0 | 1 | 11 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 2 | 0 | 45 | 207 |
| 11:15 AM | 0 | 19 | 23 | 0 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 5 | 0 | 65 | 220 |
| 11:30 AM | 0 | 22 | 16 | 0 | 7 | 16 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 13 | 1 | 6 | 0 | 85 | 253 |
| 11:45 AM | 7 | 29 | 8 | 0 | 6 | 23 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 2 | 9 | 0 | 90 | 285 |
| 12:00 PM | 0 | 32 | 13 | 0 | 2 | 16 | 1 | 0 | 0 | 3 | 3 | 2 | 0 | 8 | 1 | 4 | 0 | 85 | 325 |
| 12:15 PM | 0 | 27 | 11 | 0 | 1 | 18 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 7 | 3 | 2 | 0 | 72 | 332 |
| 12:30 PM | 1 | 27 | 11 | 0 | 2 | 17 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 7 | 4 | 3 | 0 | 79 | 326 |
| 12:45 PM | 1 | 24 | 11 | 0 | 4 | 25 | 1 | 0 | 0 | 0 | 5 | 1 | 0 | 5 | 3 | 7 | 0 | 87 | 323 |
| 1:00 PM | 1 | 26 | 9 | 0 | 3 | 15 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 9 | 1 | 12 | 0 | 80 | 318 |
| 1:15 PM | 1 | 15 | 13 | 0 | 1 | 28 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 6 | 1 | 6 | 0 | 75 | 321 |
| 1:30 PM | 0 | 23 | 7 | 0 | 1 | 12 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 3 | 0 | 55 | 297 |
| 1:45 PM | 0 | 24 | 11 | 0 | 3 | 21 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 6 | 0 | 2 | 0 | 72 | 282 |
| 2:00 PM | 2 | 25 | 4 | 0 | 2 | 22 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 1 | 3 | 0 | 65 | 267 |
| 2:15 PM | 0 | 23 | 15 | 0 | 1 | 13 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 7 | 1 | 2 | 0 | 67 | 259 |
| 2:30 PM | 2 | 21 | 14 | 0 | 6 | 15 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 5 | 2 | 5 | 0 | 73 | 277 |
| 2:45 PM | 0 | 32 | 18 | 0 | 9 | 21 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 11 | 0 | 5 | 0 | 101 | 306 |
| 3:00 PM | 2 | 26 | 16 | 0 | 3 | 23 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 80 | 321 |
| 3:15 PM | 1 | 22 | 9 | 0 | 1 | 18 | 0 | 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 | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

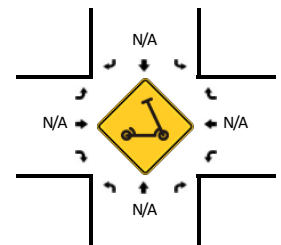
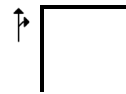
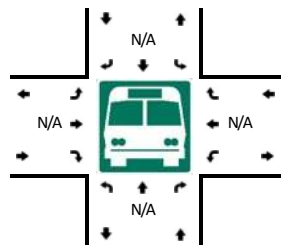
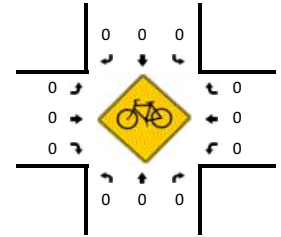
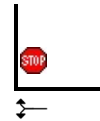
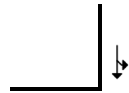
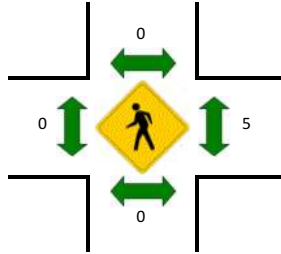
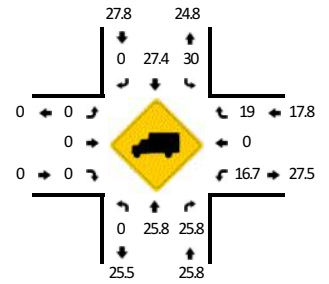
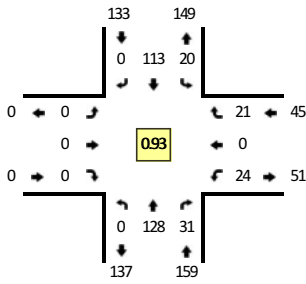
Report generated on 8/1/2022 5:06 PM

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

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



| 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 |

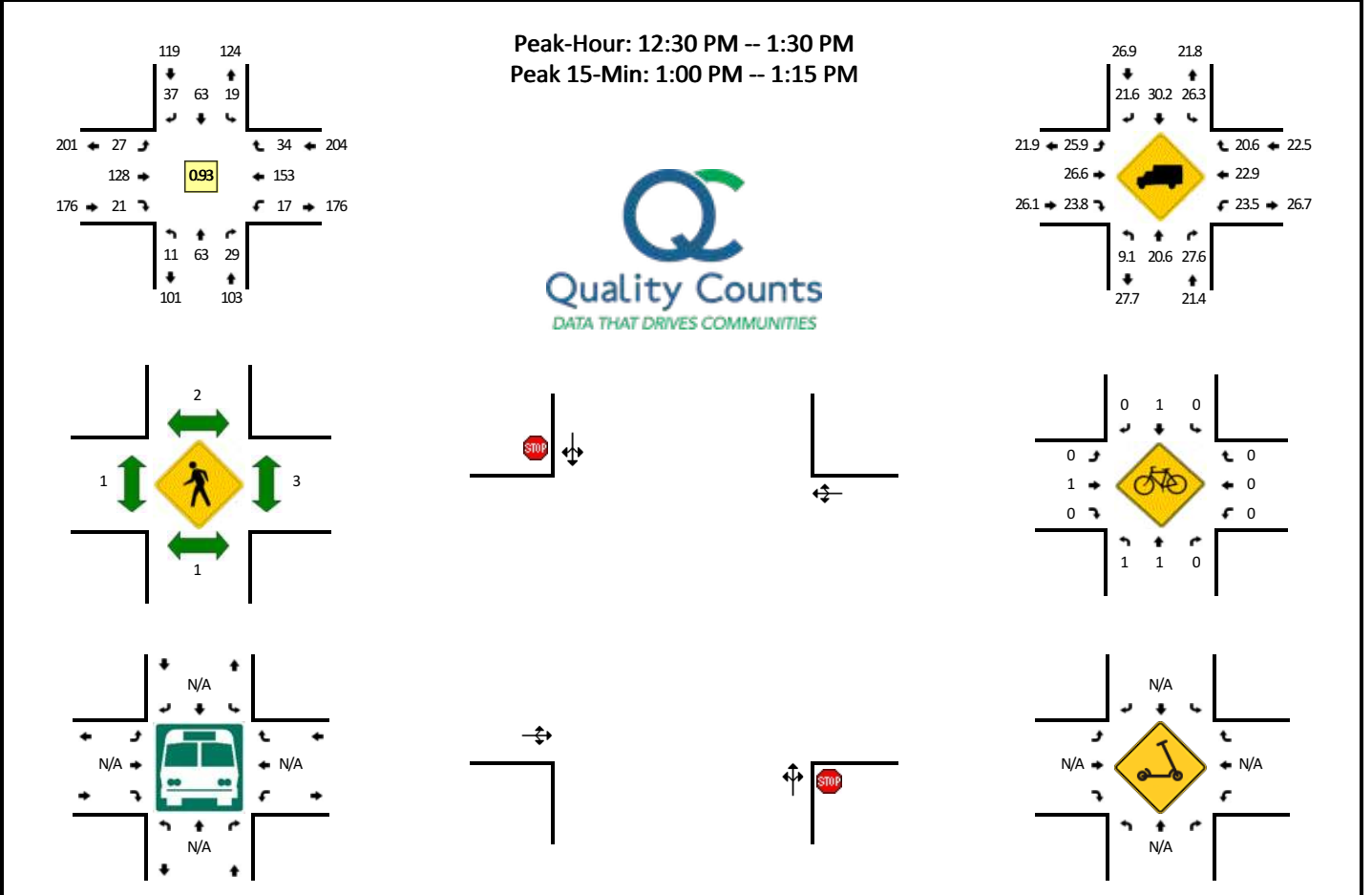
| 15-Min Count Period Beginning At | Kingwood St (Northbound) | | | | Kingwood St (Southbound) | | | | 15th St (Eastbound) | | | | 15th St (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|--------------------------|------|-------|---|--------------------------|------|-------|---|---------------------|------|-------|---|---------------------|------|-------|---|-------|---------------|
| | 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 | | | | | | | | | | | | | | | | | 0 | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | 0 | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

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

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

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

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



| 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 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |





















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**

HCM Unsignalized Intersection Capacity Analysis
 1: US 101 & Heceta Beach Road/Private Dwy.

10/06/2022

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| 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 | - | - |

HCM Unsignalized Intersection Capacity Analysis

2: US 101 & Private Dwy./Munsel Lake Road

10/06/2022

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| 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 | | | | | | | | | |

HCM 6th TWSC
2: US 101 & Private Dwy./Munsel Lake Road

10/06/2022

| 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 | - | - |

HCM Unsignalized Intersection Capacity Analysis
 3: US 101 & 43rd Street/Private Dwy.

10/06/2022

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | | | | | | | |

HCM 6th TWSC
 3: US 101 & 43rd Street/Private Dwy.

10/06/2022

| 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 | 4.34615 | 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 | - | - |

HCM Signalized Intersection Capacity Analysis

4: US 101 & 35th Street

10/06/2022



| 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 | | | |

HCM 6th Signalized Intersection Summary

4: US 101 & 35th Street

10/06/2022



| 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(l) | 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.

HCM Unsignalized Intersection Capacity Analysis

5: US 101 & 30th Street

10/06/2022

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | | | | | | | |

HCM 6th TWSC
5: US 101 & 30th Street

10/06/2022

| 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 | - | - |

HCM Unsignalized Intersection Capacity Analysis

6: US 101 & 27th Street

10/06/2022



| 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 | | | | | | | | | |

HCM 6th TWSC
6: US 101 & 27th Street

10/06/2022

| 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 | - | - |

HCM Unsignalized Intersection Capacity Analysis

7: US 101 & 15th Street

10/06/2022

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | | | | | | | |

HCM 6th TWSC
7: US 101 & 15th Street

10/06/2022

| 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 | - | - |

HCM Signalized Intersection Capacity Analysis

8: US 101 & 9th Street/OR 126



















10/06/2022

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|------|
| 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.

HCM Signalized Intersection Capacity Analysis
 9: US 101 & Rhododendron Drive

10/06/2022

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Frbp, 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 | | | | | | | | | | | |

HCM 6th Signalized Intersection Summary

9: US 101 & Rhododendron Drive

10/06/2022



| 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(l) | 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.

HCM Unsignalized Intersection Capacity Analysis
 10: US 101 & 2nd Street

10/06/2022

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| 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 | - | - |

HCM Unsignalized Intersection Capacity Analysis

11: Quince Street & OR 126

10/06/2022

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| 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 |

HCM Unsignalized Intersection Capacity Analysis
 12: Private Dwy./Spruce Street & OR 126

10/06/2022

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| 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 |

HCM Unsignalized Intersection Capacity Analysis

13: OR 126

10/06/2022



| 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 |

HCM Unsignalized Intersection Capacity Analysis
 14: Rhododendron Drive & 35th Street

10/06/2022



| 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 | | | |

HCM 6th TWSC
 14: Rhododendron Drive & 35th Street

10/06/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | | T | | | T |
| 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 |
| 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 | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 904 | 1477 |
| HCM Lane V/C Ratio | - | - | 0.102 | 0.017 |
| HCM Control Delay (s) | - | - | 9.4 | 7.5 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.1 |

HCM Unsignalized Intersection Capacity Analysis

15: Rhododendron Drive & 9th Street

10/06/2022



| 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 | | | |

HCM 6th TWSC
15: Rhododendron Drive & 9th Street

10/06/2022

| 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 |
| 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 | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 746 | 1294 |
| HCM Lane V/C Ratio | - | - | 0.259 | 0.083 |
| HCM Control Delay (s) | - | - | 11.5 | 8 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 1 | 0.3 |

HCM Unsignalized Intersection Capacity Analysis
 16: Rhododendron Drive & Kiwanda Street/Heceta Beach Road

10/06/2022

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| 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 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | 4.1 | - | - | 4.22 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | 2.2 | - | - | 2.308 |
| Pot Cap-1 Maneuver | 1528 | - | - | 1558 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | 1528 | - | - | 1558 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| 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 |

HCM Unsignalized Intersection Capacity Analysis
 17: Kingwood Street & 35th Street

10/06/2022

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | | | | | | | |

HCM 6th TWSC
17: Kingwood Street & 35th Street

10/06/2022

| 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 |

HCM Unsignalized Intersection Capacity Analysis
 18: Kingwood Street & 27th Street

10/06/2022

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | | | | | | | |

HCM 6th TWSC
18: Kingwood Street & 27th Street

10/06/2022

| 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 | - | - |

HCM Unsignalized Intersection Capacity Analysis
 19: Kingwood Street & 15th Street

10/06/2022



| 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 |
| 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 | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 691 | 1253 |
| HCM Lane V/C Ratio | - | - | 0.086 | 0.024 |
| HCM Control Delay (s) | - | - | 10.7 | 7.9 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.1 |

HCM Unsignalized Intersection Capacity Analysis
 20: Kingwood Street & 9th Street

10/06/2022

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| 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 | | | | | | | | | |

HCM 6th TWSC
 20: Kingwood Street & 9th Street

10/06/2022

| 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

Queues

4: US 101 & 35th Street

10/06/2022



| 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

Queues

8: US 101 & 9th Street/OR 126

10/06/2022



| 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

Queues

9: US 101 & Rhododendron Drive

10/06/2022



| 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**



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

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 |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

| 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 | |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

| 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 | |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

| 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 | |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

| 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 |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

| 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.

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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 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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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 |

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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 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 | | | | | | | | | | | | | | |

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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 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 |

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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 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 |

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

| SER# | P | G | S | W | DATE | FC | 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 | SPCL USE | | MOVE FROM TO | A G | S E | LICNS RES | PED LOC | ERROR | ACTN EVENT | CAUSE | | | |
|-------|----|----|-------|------|------------|------|--|----------------------------|---|---------------------------|--------------------------|-----------------------|--------------------------------|-------------|-----------|--------------------|--------|--------|--------------|------------|-------|---------------|-------|-----|------|--------|
| | | | | | | | | | | | | | | TRLR | QTY | | | | | | | | | P# | TYPE | SVRTRY |
| 01354 | N | N | N | | 04/21/2017 | 17 | FLORENCE-EUGENE HY | INTER | CROSS | N | N | CLR | S-1STOP | 01 | NONE | 9 | STRGHT | | | | | | | 29 | | |
| NONE | | | | | 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 | | | | | | 00 | U | UNK | 000 | 000 | 00 |
| | | | | | | | | | | | | | | 02 | NONE | 9 | STOP | | | | | | | 011 | 00 | |
| | | | | | | | | | | | | | | | N/A | | S N | | | | | | 000 | 000 | 00 | |
| | | | | | | | | | | | | | | | PSNGR CAR | | | | | | 00 | U | 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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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 |

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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 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 | | | | | | | | | | | | | | |

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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 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 |

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

009 OREGON COAST
D
R
S
U
P G S W

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

| SER# | E A / C O | DATE | COUNTY | RD# FC | CONN # | INT-TYP | SPCL USE | MOVE | A S | ACTN | EVENT | CAUSE | | | | | | | | | | | |
|--------|-----------|------------|-------------|--------------|-----------------|---------|------------|-------------|------------|-------------|----------|-----------|----------|----------|------|-------|-----------|-----|-------|---------|-------------|-------|----|
| INVEST | E L M H R | DAY/TIME | CITY | CMPT/MLG | FIRST STREET | RD CHAR | (MEDIAN) | INT-REL | OFFRD WTHR | CRASH TYP | TRLR QTY | OWNER | FROM | PRTC | INJ | A S | G E LICNS | PED | | | | | |
| UNLOC? | D C J L K | LAT/LONG | URBAN AREA | MILEPNT | SECOND STREET | DIRECT | LEGS TRAF- | RND BT SURF | COLL TYP | CRASH SVRTY | # | VEH TYPE | TO | # | TYPE | SVRTY | E X RES | LOC | ERROR | | | | |
| 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 | | | | | | | | 011 | 013 | 00 |
| | | | | | | | | | | | | PRVTE | NE SW | | | | | | | | | | 00 |
| | | | | | | | | | | | | PSNGR CAR | | 01 | DRVR | NONE | 65 | M | OR-Y | 000 | 000 | 00 | |
| | | | | | | | | | | | | | | | | | | | OR<25 | | | | |
| | | | | | | | | | | | 03 | NONE | STOP | | | | | | | | 011 | 004 | 00 |
| | | | | | | | | | | | | PRVTE | NE SW | | | | | | | | | | 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 | | | | | | | | 000 | 00 | |
| | | | | | | | | | | | | PRVTE | W NE | | | | | | | | | | 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 | | | | | | | 000 | 00 | |
| | | | | | | | | | | | | N/A | W E | | | | | | | | | | 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 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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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 |

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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 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 |

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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 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 |

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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 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 |

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

009 OREGON COAST
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P G S W

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

Table with columns: SER#, INVEST, UNLOC?, DATE, COUNTY, RD#, FC, CONN #, INT-TYP, CRASH TYP, SPCLE USE, MOVE, PRTC, INJ, A, S, G, E, LICNS, PED, LOC, ERROR, ACTN, EVENT, CAUSE. It lists multiple crash incidents with detailed data for each, including dates, locations, and outcomes.

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 |

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

009 OREGON COAST
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 P G S W

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

| SER# | E A / C O | DATE | COUNTY | RD# | FC | CONN # | INT-TYP | SPCL USE | MOVE | A S | P E | LICNS | PED | ACTN | EVENT | CAUSE |
|--------|-----------|--------------|-------------|---------|--------|------------------------|----------|-----------|----------|-----|-----|-------|---------|------|-------|-------|
| INVEST | E L M H R | DAY/TIME | CITY | RD CHAR | DIRECT | FIRST STREET | (MEDIAN) | OWNER | FROM | G E | RES | LOC | ERROR | | | |
| UNLOC? | D C J L K | LAT/LONG | URBAN AREA | LOCTN | | INTERSECTION SEQ# | (#LANES) | V# | VEH TYPE | E X | | | | | | |
| 01545 | N N N N N | 05/01/2016 | LANE | 1 | 14 | | INTER | 01 NONE | 0 | | | | | | | |
| NO RPT | N | Sun 5P | FLORENCE | N | | N 46TH ST | | PRVTE | E S | | | | | 018 | | 02 |
| | | | FLORENCE UA | 06 | | 188.01 OREGON COAST HY | 0 | PSNGR CAR | | | | | 028,007 | 000 | | 02 |
| No | 44 | 0 23.23 -124 | 6 5.62 | | | 000900100S00 | 1 | | | | | | | | | |
| | | | | | | | | 02 NONE | 0 | | | | | | | |
| | | | | | | | | PRVTE | N S | | | | | 000 | | 00 |
| | | | | | | | | PSNGR CAR | | | | | | 000 | | 00 |
| | | | | | | | | | | | | | | 000 | | 00 |
| | | | | | | | | | | | | | | 000 | | 00 |
| | | | | | | | | | | | | | | 000 | | 00 |
| 02206 | N N N | 06/25/2017 | LANE | 1 | 14 | | INTER | 01 NONE | 9 | | | | | | | |
| NO RPT | N | Sun 9P | FLORENCE | CN | | N 46TH ST | | N/A | N S | | | | | 000 | | 02 |
| | | | FLORENCE UA | 01 | | 188.01 OREGON COAST HY | 0 | PSNGR CAR | | | | | 000 | 000 | | 00 |
| No | 44 | 0 23.23 -124 | 6 5.62 | | | 000900100S00 | 1 | | | | | | | 000 | | 00 |
| | | | | | | | | 02 NONE | 9 | | | | | | | |
| | | | | | | | | N/A | S W | | | | | 000 | | 00 |
| | | | | | | | | PSNGR CAR | | | | | | 000 | | 00 |
| | | | | | | | | | | | | | | 000 | | 00 |
| | | | | | | | | | | | | | | 000 | | 00 |
| 02366 | N N N N N | 08/06/2019 | LANE | 1 | 14 | | INTER | 01 NONE | 0 | | | | | | 082 | 02,40 |
| CITY | N | Tue 1P | FLORENCE | CN | | N 46TH ST | | PRVTE | W N | | | | | 000 | | 00 |
| | | | FLORENCE UA | 04 | | 188.01 OREGON COAST HY | 0 | PSNGR CAR | | | | | 028 | 000 | 082 | 02,40 |
| No | 44 | 0 23.23 -124 | 6 5.61 | | | 000900100S00 | 1 | | | | | | | 000 | | |
| | | | | | | | | 02 NONE | 0 | | | | | | | |
| | | | | | | | | PRVTE | S N | | | | | 000 | | 00 |
| | | | | | | | | PSNGR CAR | | | | | | 000 | | 00 |
| | | | | | | | | | | | | | | 000 | | 00 |
| | | | | | | | | | | | | | | 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) & 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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OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

Table with columns: SER#, INVEST, UNLOC?, E A / C O DATE, COUNTY, RD#, FC, CONN #, INT-TYP, RD CHAR, INT-REL, OFFRD WTHR, CRASH TYP, SPCL USE, MOVE, A S, G E LICNS, PED, ACTN EVENT, CAUSE. Rows include crash data for 00704, 03791, 00838, 01689, 01772.

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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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 |

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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 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 |

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 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 | TURNEED FROM WRONG LANE |
| 007 | TO WRONG | TURNEED INTO WRONG LANE |
| 008 | ILLEG U | U-TURNEED 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/ VEHICLE) |
| 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 | JACKKNIFE | 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 CONVEYAL |
| 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 | OFGR/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 |

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 |
| | | 2011 | 2012 | 2013 | 2014 | |
| 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 | 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 |

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

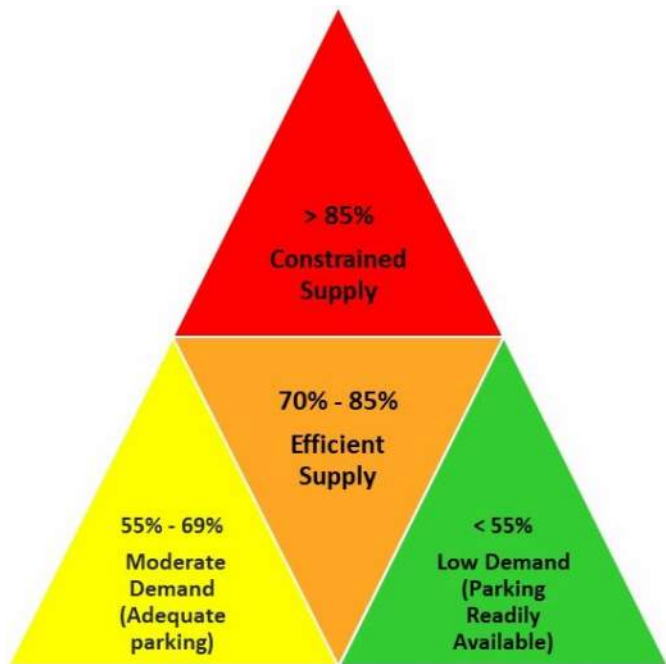
Similarly, off-street parking occupancy entails counting occupied parking stalls each hour of the survey day in a large number of off-street sites to compile a representative sample. Sample sites were selected for size, geographic distribution, and type of use. In the study area, occupancy data was collected 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.

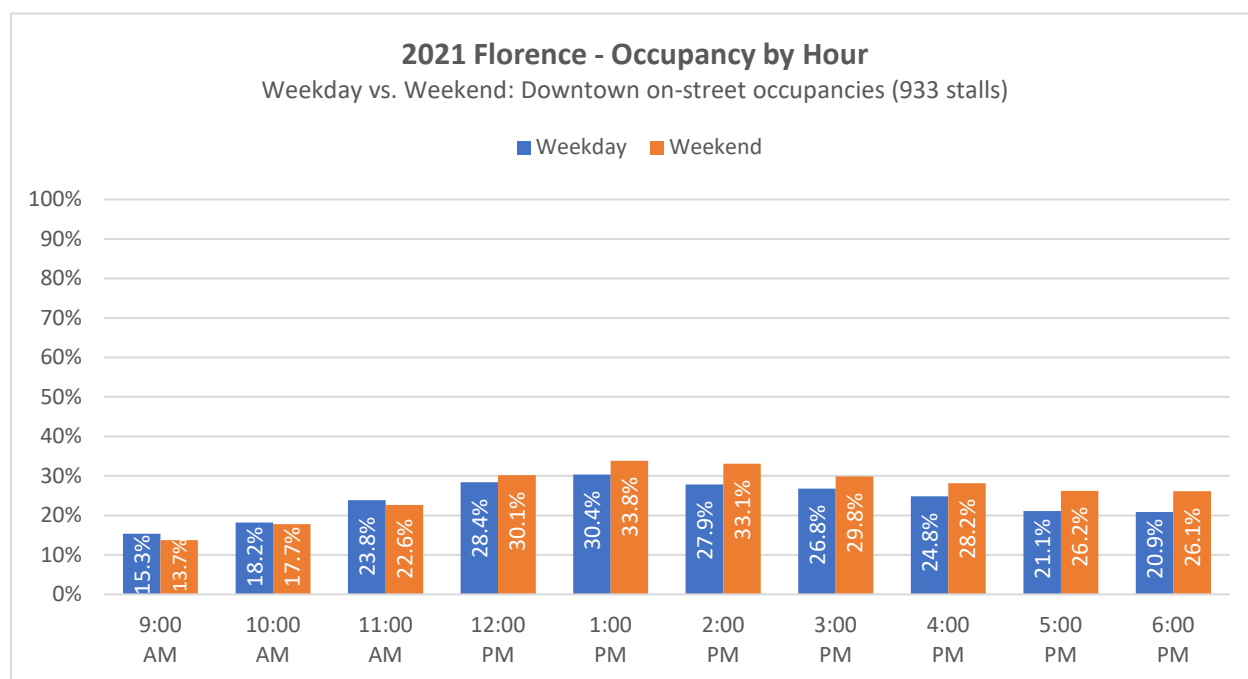
² For purposes of budget and expedited deliverables, the city and consultant team used this approach for gathering data in Florence. As such, license plate data was not collected, which reduces some of the reportable metrics.



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 | <u>1:00 PM – 2:00 PM</u> 1:00 PM - 2:00 PM | <u>30.4%</u> 33.8% | <u>640</u> 608 | <u>2,183</u> 2,403 |
| 10 Minutes | 5 | <u>1:00 PM - 2:00 PM</u> - | <u>60.0%</u> - | <u>2</u> 5 | <u>5</u> - |
| 30 Minutes | 3 | - - | - - | <u>3</u> 3 | - - |
| 3 Hours | 120 | <u>2:00 PM - 3:00 PM</u> 1:00 PM - 2:00 PM | <u>90.6%</u> 95.3% | <u>10</u> 5 | <u>747</u> 793 |
| No Limit | 805 | <u>12:00 PM - 1:00 PM</u> 1:00 PM - 2:00 PM | <u>22.5%</u> 25.8% | <u>624</u> 597 | <u>1,431</u> 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

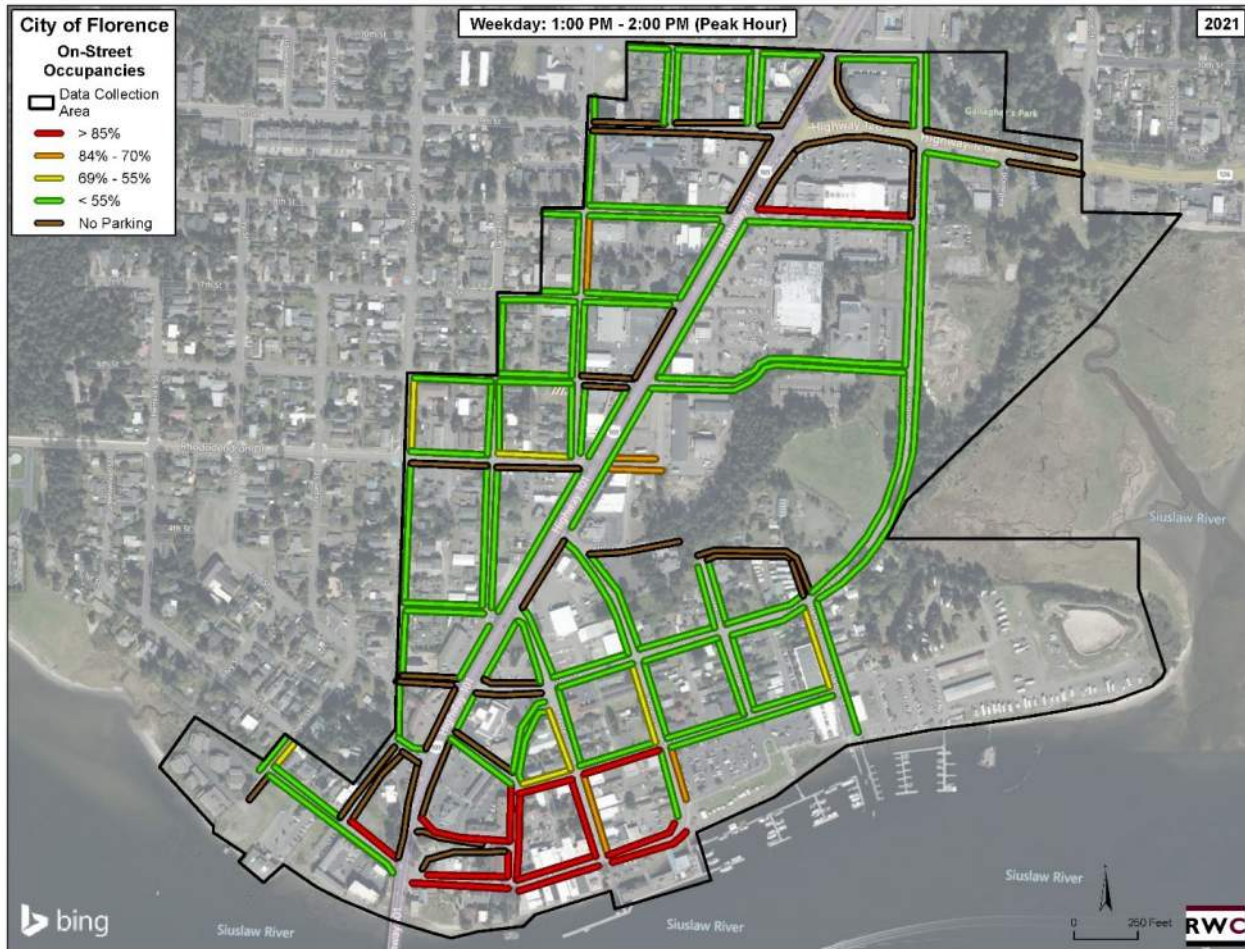


Figure D: On-street parking occupancies by block face – Weekend peak hour



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)

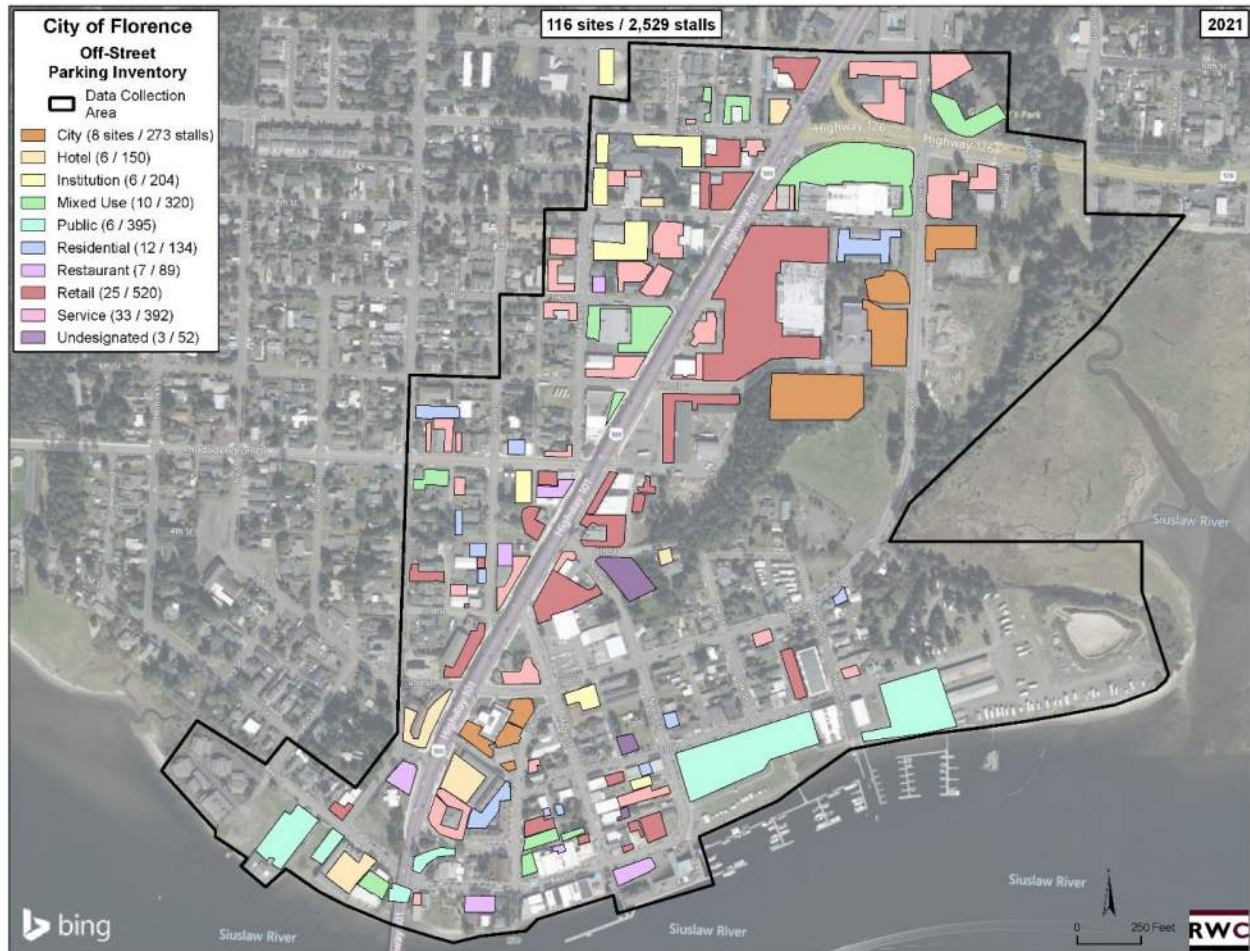
| Use Type | Sites | Stalls | % Total |
|--------------------------|------------|--------------|-------------|
| Off-Street Supply | 116 | 2,529 | 100% |
| City | 8 | 273 | 10.8% |
| Hotel | 6 | 150 | 5.9% |
| Institution | 6 | 204 | 8.1% |
| Mixed Use | 10 | 320 | 12.7% |
| Public | 6 | 395 | 15.6%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

| | | | |
|--------------|----|-----|-------|
| 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.

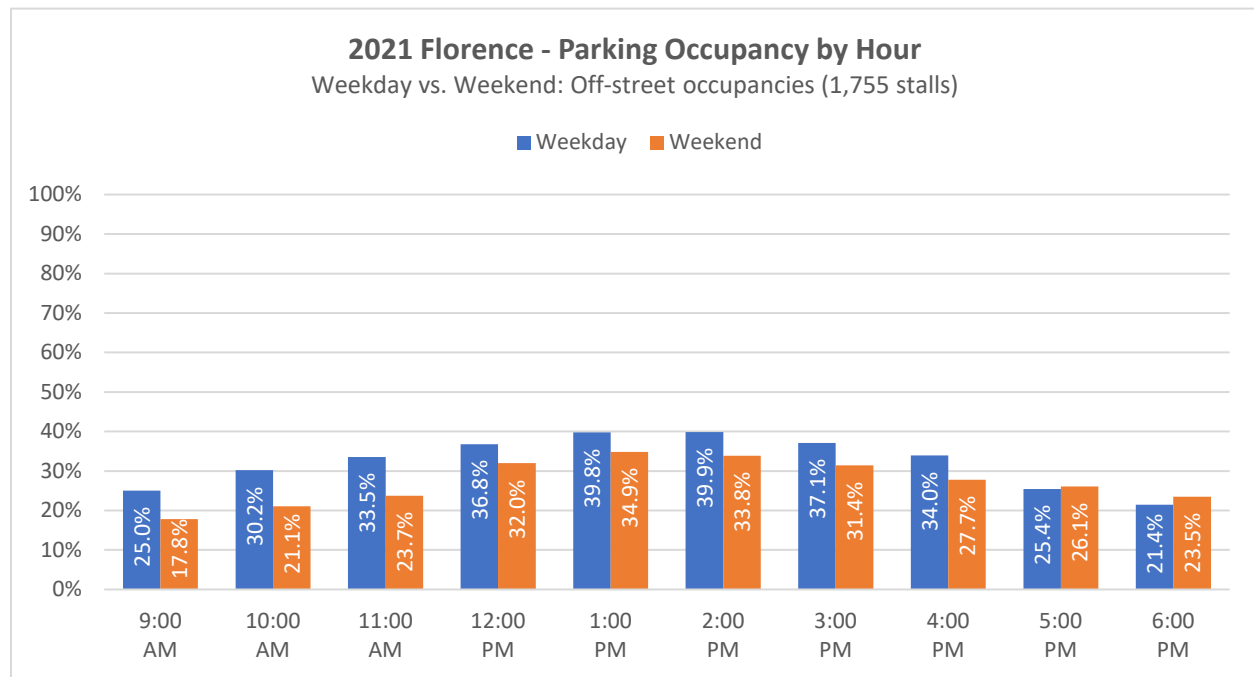
The project team selected a “sample” of the off-street supply to measure hourly occupancies. This approach was employed due to limited budgetary resources. Sites were chosen as a valid representative sample of both size, use type, and geographic distribution of parking lots located throughout all corners 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. These 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. These 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.

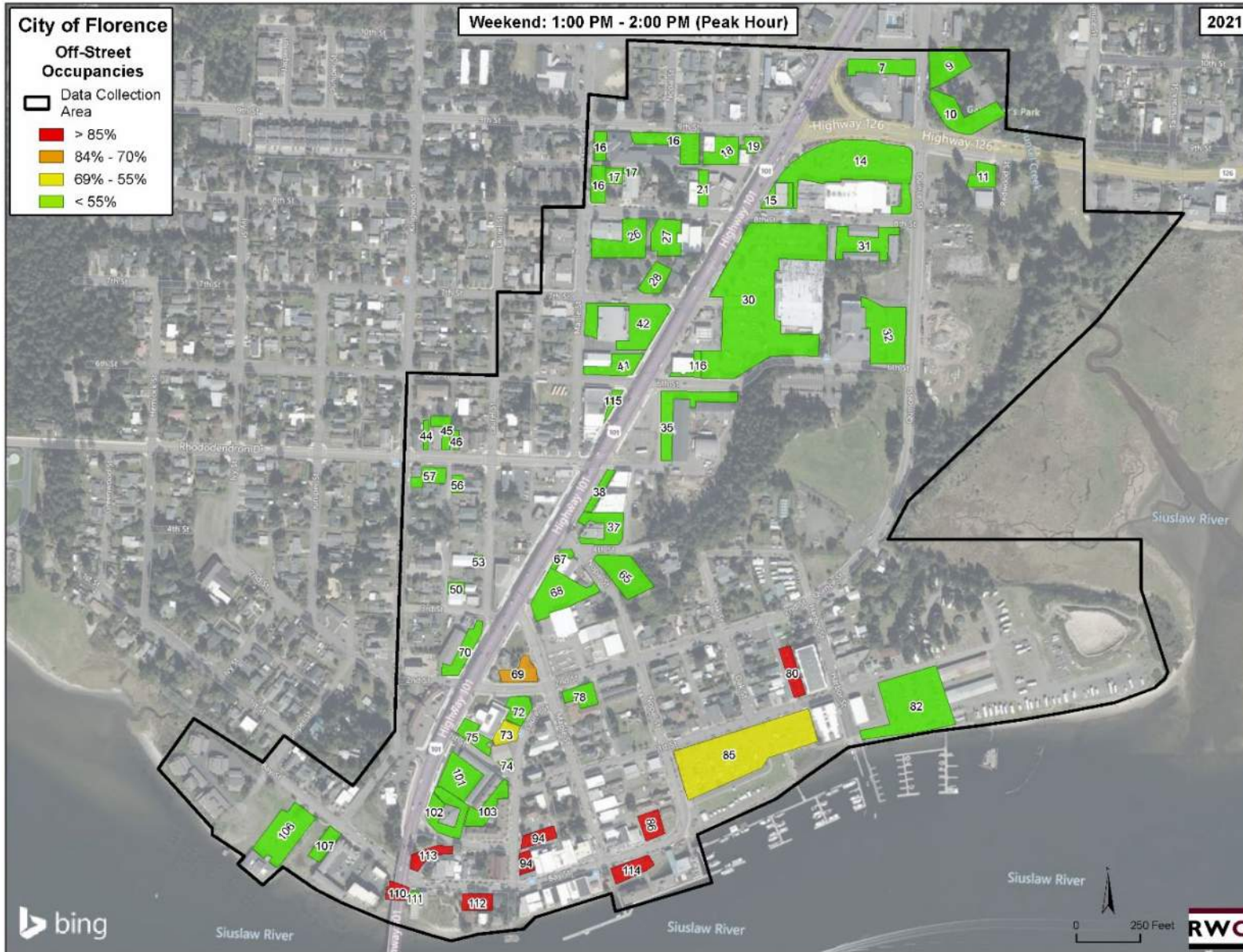
⁷ As noted with the weekday count, 1,143 stalls are empty within the off-street system at the combined peak hour. This does not assume that they are "available," as some of this supply is on privately owned parking sites. The data does show that there is opportunity to capture more off-street trips, 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 branded⁹ 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 lot¹⁰

| Lot Number | Facility | Stalls | Peak Hour | Peak Occupancy | Stalls Available |
|--------------------------------------|--|--------|--|-----------------------|-----------------------|
| Total Off-Street Supply (116 sites) | | 2,529 | <u>2:00 PM - 3:00 PM</u> 1:00 PM - 2:00 PM | <u>39.9%</u> 34.9% | <u>1,520</u> 1,647 |
| Off-Street Supply Studied (56 sites) | | 1,755 | <u>2:00 PM - 3:00 PM</u> 1:00 PM - 2:00 PM | <u>39.9%</u> 34.9% | <u>1,055</u> 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 | <u>9:00 AM - 10:00 AM</u> 9:00 AM - 7:00 PM | <u>66.7%</u> 16.7% | <u>10</u> 25 |
| 8 | Central Lincoln (fleet fenced) | 10 | - - | - - | - - |
| 9 | Siuslaw Medical Center | 11 | <u>9:00 AM - 10:00 AM</u> 11:00 AM - 1:00 PM | <u>72.7%</u> 9.1% | <u>3</u> 10 |
| 10 | Park Place | 42 | <u>2:00 PM - 3:00 PM</u> 1:00 PM - 3:00 PM | <u>38.1%</u> 16.7% | <u>26</u> 35 |
| 11 | West Coast Real Estate | 18 | <u>10:00 AM - 11:00 AM</u> 10:00 AM - 5:00 PM | <u>38.9%</u> 11.1% | <u>11</u> 16 |
| 12 | Premiere Landscaping | 7 | - - | - - | - - |
| 13 | Event Parking (gravel) | 38 | - - | - - | - - |
| 14 | Dune Village Center (120 front/ 6 in back) | 126 | <u>1:00 PM - 2:00 PM</u> 12:00 PM - 1:00 PM | <u>56.3%</u> 56.3% | <u>55</u> 55 |
| 15 | Clauson's Wheelhouse | 15 | <u>12:00 PM - 1:00 PM</u> 10:00 AM - 11:00 AM | <u>93.3%</u> 93.3% | <u>1</u> 1 |
| 16 | Siuslaw Library | 53 | multiple multiple | <u>20.8%</u> 5.7% | <u>42</u> 50 |
| 17 | Options Counseling | 11 | <u>4:00 PM - 5:00 PM</u> | <u>27.3%</u> | <u>8</u> |

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 Ristorante | 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 | <u>multiple</u> multiple | <u>52.9%</u> 58.8% | <u>8</u> 7 |
| 39 | Buds 4 U | 3 | - - | - - | - - |
| 40 | Antique Mall (employee parking) | 6 | - - | - - | - - |
| 41 | The Shipping Shack | 17 | <u>3:00 PM - 4:00 PM</u> multiple | <u>64.7%</u> 47.1% | <u>6</u> 9 |
| 42 | Sears/Peace Health Peace Harbor Medicine (33 front, 5 back) | 38 | <u>multiple</u> 2:00 PM - 4:00 PM | <u>84.2%</u> 7.9% | <u>6</u> 35 |
| 43 | AIC Insurance | 10 | - - | - - | - - |
| 44 | Brian's Barbershop | 9 | <u>multiple</u> multiple | <u>55.6%</u> 33.3% | <u>4</u> 6 |
| 45 | Wellness Center | 11 | <u>multiple</u> 3:00 PM - 4:00 PM | <u>36.4%</u> 18.2% | <u>7</u> 9 |
| 46 | State Farm | 7 | <u>2:00 PM - 3:00 PM</u> - | <u>57.1%</u> - | <u>3</u> 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 | <u>4:00 PM - 5:00 PM</u> 11:00 AM - 12:00 PM | <u>50.0%</u> 12.5% | <u>4</u> 7 |
| 51 | Antique Store | 1 | - - | - - | - - |
| 52 | 357 Laurel St | 4 | - - | - - | - - |
| 53 | Dunesday Games | 3 | <u>4:00 PM - 5:00 PM</u> - | <u>33.3%</u> - | <u>2</u> 3 |
| 54 | Duplex (residential) 391 Laurel St | 8 | - - | - - | - - |
| 55 | 405 Laurel St | 8 | - - | - - | - - |
| 56 | Cafa - Anahis Beauty + Spa | 9 | <u>multiple</u> 2:00 PM - 3:00 PM | <u>22.2%</u> 11.1% | <u>7</u> 8 |
| 57 | Farmers Insurance_Florence In Bloom | 24 | <u>12:00 PM - 1:00 PM</u> multiple | <u>37.5%</u> 16.7% | <u>15</u> 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 + Sweet 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 |

APPENDIX E: TECH MEMO #4: FUTURE CONDITIONS

TECH MEMO #4: FUTURE LAND USE AND TRANSPORTATION CONDITIONS

Date: March 27, 2023

To: Wendy Farley-Campbell, Shirley Gray, Erin Reynolds, and Mike Miller, City of Florence
Michael Duncan, Oregon Department of Transportation

From: Russ Doubleday, Matt Bell, Susan Wright, PE, PMP, Kittelson & Associates, Inc.

Project: City of Florence Transportation System Plan Update

Subject: Final Tech Memo #4: Future Land Use and Transportation Conditions

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Introduction

This memorandum summarizes future (no-build) transportation system conditions in Florence for the Florence Transportation System Plan (TSP) update. The information provided in this memorandum is based on population and employment forecasts developed for Florence and corresponding growth in traffic volumes throughout the city. The future deficiencies identified in this memorandum will serve as the basis for developing transportation system alternatives and improvement projects for the TSP update.

Population and Employment Forecasts

Population and employment forecasts were developed for Florence based on state and local data and an assessment of the capacity for additional growth and development within the current Urban Growth Boundary (UGB). The following provides a summary of the forecast. A detailed summary of the forecast is provided in Attachment A.



POPULATION FORECAST

Historic and projected population information for Florence was obtained from the Portland State University (PSU) Population Research Center (PRC). The PRC generates coordinated forecasts for Oregon counties and cities every four years. The most recent coordinated population forecast for Lane County was released in 2020. The 2020 report includes historic and projected population estimates for Lane County and Florence.

According to the report, the base year (2020) population for Florence is 11,182 persons. The population is expected to have an annual average growth rate of 1.0 percent per year between 2020 and 2045. Therefore, the end year (2045) population for Florence is expected to be 14,040 persons.

The household forecast assumes Florence household size will remain the same as the 2020 average household size of 1.9 persons per household throughout the planning horizon. Households were estimated by dividing population by the average household size. There is an estimated 5,877 households in the base year (2020) and 7,359 households in the end year (2045). The difference between the base year and end year is 1,482 households.

EMPLOYMENT FORECAST

The most recent industry employment data available for Lane County is provided from the Oregon Employment Department Workforce and Economic Research Division industry employment forecast. This data provides a ten-year forecast defined by regions as opposed to cities and organizes employment forecasts by primary industry. The employment forecast analysis assumes that employment growth in Florence will follow similar employment trends as the Oregon Employment industry employment forecast.

The most current employment data available for Florence is provided by the US Census American Community Survey (ACS) 5-year estimates. This data provides employment information by North American Industry Classification System (NAICS) sector. This data is used as the basis for estimating employment growth.

The NAICS data shows that base year (2020) employment for Florence is 3,648 jobs. Employment is expected to increase by an additional 2,754 jobs between 2020 and 2045, with higher increases in leisure and hospitality, private educational and health services, and trade, transportation, and utilities. Therefore, the end year (2045) employment for Florence is expected to be 6,402 jobs.

Table 1 summarizes the population, households, and employment data for year 2020 and forecast year 2045 conditions. As shown, employment is expected to grow at a higher rate than the population and households over the 25-year period.

Table 1: Population, Household, and Employment Summary

| Land Use | 2020 | 2045 | Change | Percent Change |
|------------|--------|--------|--------|----------------|
| Population | 11,182 | 14,040 | 2,861 | 26% |
| Households | 5,877 | 7,359 | 1,482 | 25% |
| Employment | 3,648 | 6,402 | 2,754 | 75% |

The population, households, and employment data shown in Table 1 was distributed throughout the city based on current zoning designations and an evaluation of developable and re-developable lands. Based on the evaluation, there is adequate capacity within the City to accommodate the projected growth in population, households, and employment over the



planning horizon without changes to current zoning designations, development patterns, and/or the UGB.

Figures 1 and 2 illustrate the changes in households and employment by TAZ. The TAZs shown in Figures 1 and 2 were developed based on the current zoning designations and the location of major roadways and intersections throughout the city. The TAZs provide a convenient way of evaluating and summarizing the population and employment data for the city.

Planned Improvements

This section summarizes planned improvements identified in the Statewide Transportation Improvement Program (STIP) and the Florence Capital Improvement Program (CIP). One expected outcome of the Florence TSP update is the identification of projects for inclusion in updated/amended versions of the STIP and CIP.

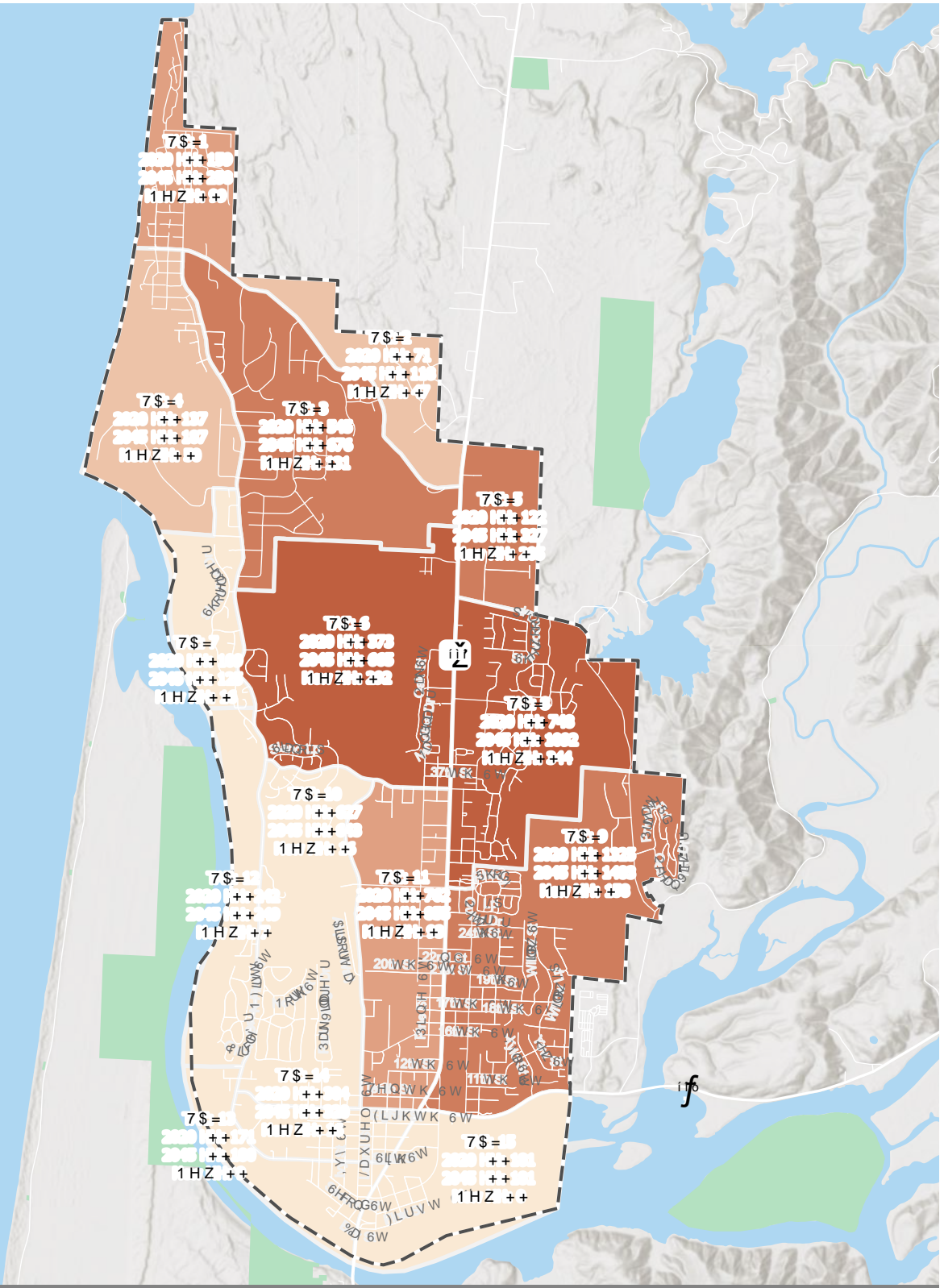
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

The Statewide Transportation Improvement Program (STIP) is the Oregon Department of Transportation's (ODOT) capital improvement program for state and federally funded projects. The Oregon Transportation Commission (OTC) and ODOT develop the STIP in coordination with a wide range of stakeholders, including local jurisdictions and the public. The OTC allocates funding among the following categories:

- » **Fix-it** programs fund projects that fix or preserve the state's transportation system, including bridges, pavement, culverts, traffic signals, and others.
- » **Enhance it** programs fund projects that enhance or expand the transportation system, these are typically high-priority projects from state and local transportation plans, such as the Florence TSP.
- » **Safety** programs reduce deaths and injuries on Oregon roads. This includes the All Roads Transportation Safety (ARTS) program, which includes projects on state highways and local roads.
- » **Non-highway** programs fund bicycle and pedestrian projects and public transportation.
- » **Local government** programs direct funding to local governments so they can fund projects.

The current STIP (2021-2024) include one project in Florence. Table 2 summarizes projects from the current STIP.

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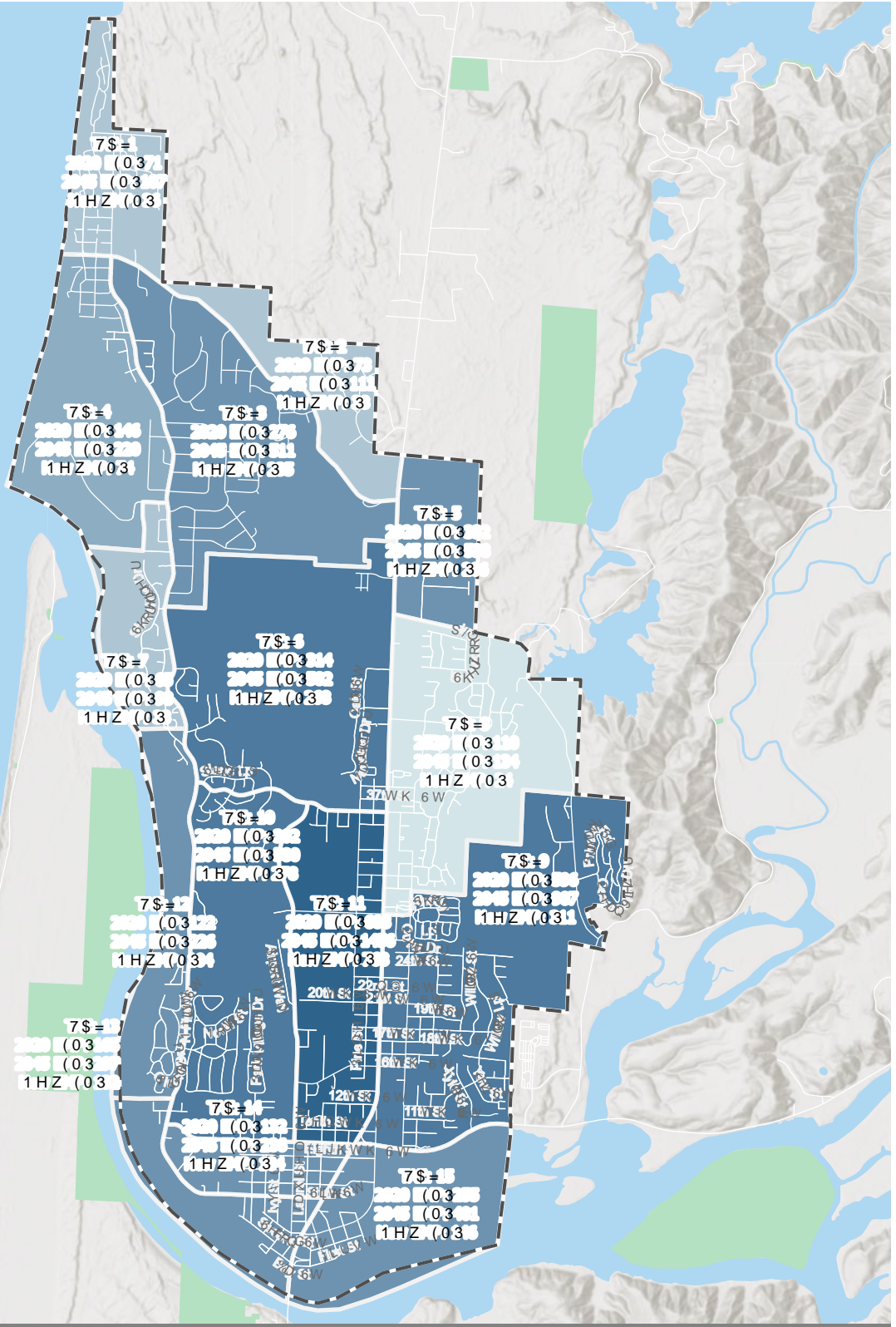
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CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Table 2: Statewide Transportation Improvement Program Projects for Florence

| Key | Project Name | Description | Work Type | Status | Project Total |
|-----------------------|-------------------------------|---|-----------|----------------------------|---------------|
| 2018-2021 STIP | | | | | |
| 22539 | Siuslaw Estuary Trail Phase 1 | Construct a new trailhead and approximately 1,600 feet of multi-use trail | SPPROG | Project Under Construction | \$208,700 |

The project shown in Table 2 will be considered in the future (no-build) traffic conditions analysis and further evaluated in the alternatives analysis summarized in Tech Memo 5. However, it will have limited to no impact on overall capacity within the UGB.

FLORENCE CAPITAL IMPROVEMENT PLAN

The Florence Capital Improvement Plan (CIP) establishes, prioritizes, and ensures funding for projects to improve existing infrastructure or to pave the way for new development. Projects generally increase functionality, efficiency, and capacity of the infrastructure, increase capacity to meet the demands of growth, or provide community livability and enhancement.

The current CIP identifies projects for Fiscal Year (FY) 2022-2023 through the FY 2037-2038. Table 3 summarizes the characteristics of the projects, including estimated cost and funding source.

Table 3: Florence Capital Improvement Plan

| Fiscal Year | Fund | Projects | Estimated Cost | Funding Source |
|-----------------------|----------------------------|---|----------------|--|
| FY 2023-2024 | Development | Munsel Lake Road West Extension | \$312,000 | Development Contributions |
| FY 2026-2027 | Rates | Quince Street Reconstruction | \$750,000 | Rates |
| FY 2026-2027 | SDC and ODOT | US 101/27 th Street Traffic Signal | \$500,000 | SDC and ODOT |
| FY 2027- 2028 | Development | US 101/Munsel Lake Road Traffic Signal | \$1,000,000 | Development Contributions |
| FY 2029 – 2030 | ODOT | US 101/Quince Street Realignment | \$650,000 | ODOT |
| FY 2030-2031 | SDC | 27 th Street Widening (US 101 to Oak Street) | \$200,000 | SDC |
| FY 2030 – 2031 | SDC and Development | Oak Street Extension (46 th Street to North Property Line of Fred Meyer) | \$1,000,000 | SDC and Development Contributions |
| FY 2031 - 2032 | Development | Oak Street Extension (Munsel Lake to Heceta Beach Road) | \$2,216,800 | Development Contributions |
| FY 2032 – 2033 | SDC | Kingwood Street/9 th Street Traffic Signal or Roundabout | \$1,200,000 | SDC |
| FY 2035-2036 | SDC and ODOT | US 101/15 th Street Traffic Signal | \$500,000 | SDC and ODOT |
| FY 2036- 2037 | SDC, ODOT, and Development | US 101/46 th Street Traffic Signal | \$490,000 | SDC, ODOT, and Development Contributions |
| FY 2037 – 2038 | Development | Spruce Street Extension (52 nd to Heceta Beach Road) | \$3,500,000 | Development Contributions |

The projects shown in Table 3 will be considered in the future (no-build) traffic conditions analysis and further evaluated in the alternatives analysis summarized in Tech Memo #5.



Future Traffic Volumes

Future traffic volumes were developed for the study intersections based on the Zonal Cumulative Analysis methodology described in ODOT's Analysis Procedures Manual (APM). This type of analysis combines growth in regional traffic volumes with growth in local traffic volumes associated with household and employment growth in the city. The traffic volume projection process includes three major steps: trip generation, trip distribution, and trip assignment. The process accounts for the following four categories of vehicle trips:

- » **External-External (through trips):** vehicles with an origin and destination outside the UGB. An example of an external-external trip is someone traveling from Yachats to Reedsport or Eugene.
- » **External-Internal (inbound trips):** vehicles with an origin outside the UGB and a destination inside the UGB. An example of an external-internal trip is someone who works in Reedsport and returns home to Florence during the evening peak hour.
- » **Internal-External (outbound trips):** vehicles with an origin inside the UGB and a destination outside the UGB. An example of an internal-external trip is someone who works in Florence and returns home to Yachats during the evening peak hour.
- » **Internal-Internal (local trips):** vehicles with an origin and destination inside the UGB. An example of an internal-internal trip is someone who travels from their home to the grocery store without leaving the UGB.

Using these vehicle trip types, the basic steps for a zonal cumulative analysis are:

- » Develop regional growth rates for highway traffic volumes;
- » Identify where household and employment growth is likely to occur in the community;
- » Develop estimates of the number of vehicle trips associated with household and employment growth, and;
- » Allocate those trips across the city to various growth areas.

An overview of each of these steps is presented below.

REGIONAL TRAFFIC GROWTH

ODOT's Future Volume Tables were used to develop regional growth rates for US 101 and OR 126. Based on the tables, traffic volumes along US 101 are expected to increase by approximately 16.2 percent north of the City limits and traffic volumes along OR 126 are expected to increase by approximately 15.6 percent east of the City limits over the 20-year planning horizon. These growth rates were applied to existing traffic volumes along US 101 and OR 126 to estimate growth in regional traffic volumes.

HOUSEHOLD AND EMPLOYMENT GROWTH

Projected household and employment growth also contribute to future growth in traffic volumes. Growth estimates were developed based on the PRC's Coordinated Population Forecast for Lane County, the Census Bureau's ACS 5-year estimates, and the Oregon Employment



Department's employment forecast analysis. The distribution of new households and employment within the city was determined based on an evaluation of developable and re-developable lands as well as a review of existing land use, zoning designations, and development patterns. *Additional information on projected household and employment growth is provided earlier in this memo and in Attachment A.*

TRIP GENERATION

The projected household and employment growth can be equated to increases in local traffic volumes by calculating the trip generation of the future uses. Trip generation estimates were prepared based on information provided in the standard reference, *Trip Generation Manual, 11th Edition*, published by the Institute of Transportation Engineers (ITE). *Table B-1 in Attachment B summarizes the total trips by TAZ.*

TRANSPORTATION ANALYSIS ZONE

The trips associated with the projected household and employment growth were distributed throughout the city based on the type of trips (i.e. external-internal, internal-external, internal-internal) and the location of the TAZs developed for the project. *Additional information on the TAZs is provided earlier in this memo and in Attachment A.*

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, and volume-to-capacity (v/c) ratios at all intersections, regardless of jurisdiction. The LOS, delay, and v/c ratios are reported for the overall intersection at signalized intersections and the critical movement at unsignalized intersections.

Figure 3 illustrates the location of the study intersections. Table 4 and Figure 4 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*.

Table 4: Intersection Operations, Weekday PM Peak Hour

| Map ID | Intersection | Control Type ¹ | Mobility Standard/Target ² | Intersection Operations ³ | | | |
|--------|--------------------------------|---------------------------|---------------------------------------|--------------------------------------|----------|-----------------|-----------------|
| | | | | CM | LOS | Del | v/c |
| 1 | US 101/Heceta Beach Road | TWSC | V/C = 0.80/0.90 | EB | F | 89.7 | 0.52 |
| 2 | US 101/Munsel Lake Road | TWSC | V/C = 0.85/0.90 | WB | F | > 100 | > 1.0 |
| 3 | US 101/46 th Street | TWSC | V/C = 0.85/0.90 | EB | F | 76.1 | 0.60 |
| 4 | US 101/35 th Street | Signal | V/C = 0.85 | - | B | 19.1 | 0.71 |
| 5 | US 101/30 th Street | TWSC | V/C = 0.90/0.95 | EB | E | 48.7 | 0.26 |
| 6 | US 101/27 th Street | TWSC | V/C = 0.90/0.95 | EB | C | 24.3 | 0.24 |
| 7 | US 101/15 th Street | TWSC | V/C = 0.90/0.95 | EB | E | 49.8 | 0.45 |
| 8 | US 101/OR 126 | Signal | V/C = 0.85 | - | C | 34.1 | 0.80 |
| 9 | US 101/Rhododendron Drive | Signal | V/C = 0.90 | - | B | 10.8 | 0.60 |
| 10 | US 101/2 nd Street | TWSC | V/C = 0.90/1.0 | WB | E | 37.2 | 0.07 |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

| | | | | | | | |
|----|--|------|-----------------|----|----------|-------------|-------------|
| 11 | OR 126/Quince Street | TWSC | V/C = 0.85/0.95 | NB | F | > 100 | 0.71 |
| 12 | OR 126/Spruce Street | TWSC | V/C = 0.85/0.95 | SB | E | 41.1 | 0.63 |
| 13 | OR 126/North Fork Siuslaw Road | TWSC | V/C = 0.70/0.75 | SB | D | 25.4 | 0.15 |
| 14 | Rhododendron Drive/35 th Street | TWSC | LOS D | WB | B | 13.4 | 0.36 |
| 15 | Rhododendron Drive/9 th Street | TWSC | LOS D | WB | C | 18.6 | 0.55 |
| 16 | Rhododendron Drive/Heceta Beach Road | TWSC | LOS D | SB | B | 11.9 | 0.28 |
| 17 | Kingwood Street/35 th Street | TWSC | LOS D | NB | E | 40.1 | 0.55 |
| 18 | Kingwood Street/27 th Street | TWSC | LOS D | WB | B | 10.9 | 0.07 |
| 19 | Kingwood Street/15 th Street | TWSC | LOS D | WB | B | 11.6 | 0.13 |
| 20 | Kingwood Street/9 th Street | TWSC | LOS D | SB | C | 19.6 | 0.44 |

1. TWSC = Two-way stop-control

2. State Highway V/C Ratio/Side-Street V/C Ratio

CM = Critical movement.

LOS = Intersection Level of Service (Signal); CM Level of Service (TWSC, AWSC).

Delay = Intersection average vehicle delay (Signal); CM vehicle delay (TWSC, AWSC).

v/c = Intersection v/c (Signal); CM v/c (TWSC, AWSC).

As shown in Table 4 and Figure 4, two intersections are forecast to exceed their applicable mobility targets in 2042 during the weekday PM peak hour. The intersections exceeding their applicable mobility standards and target include:

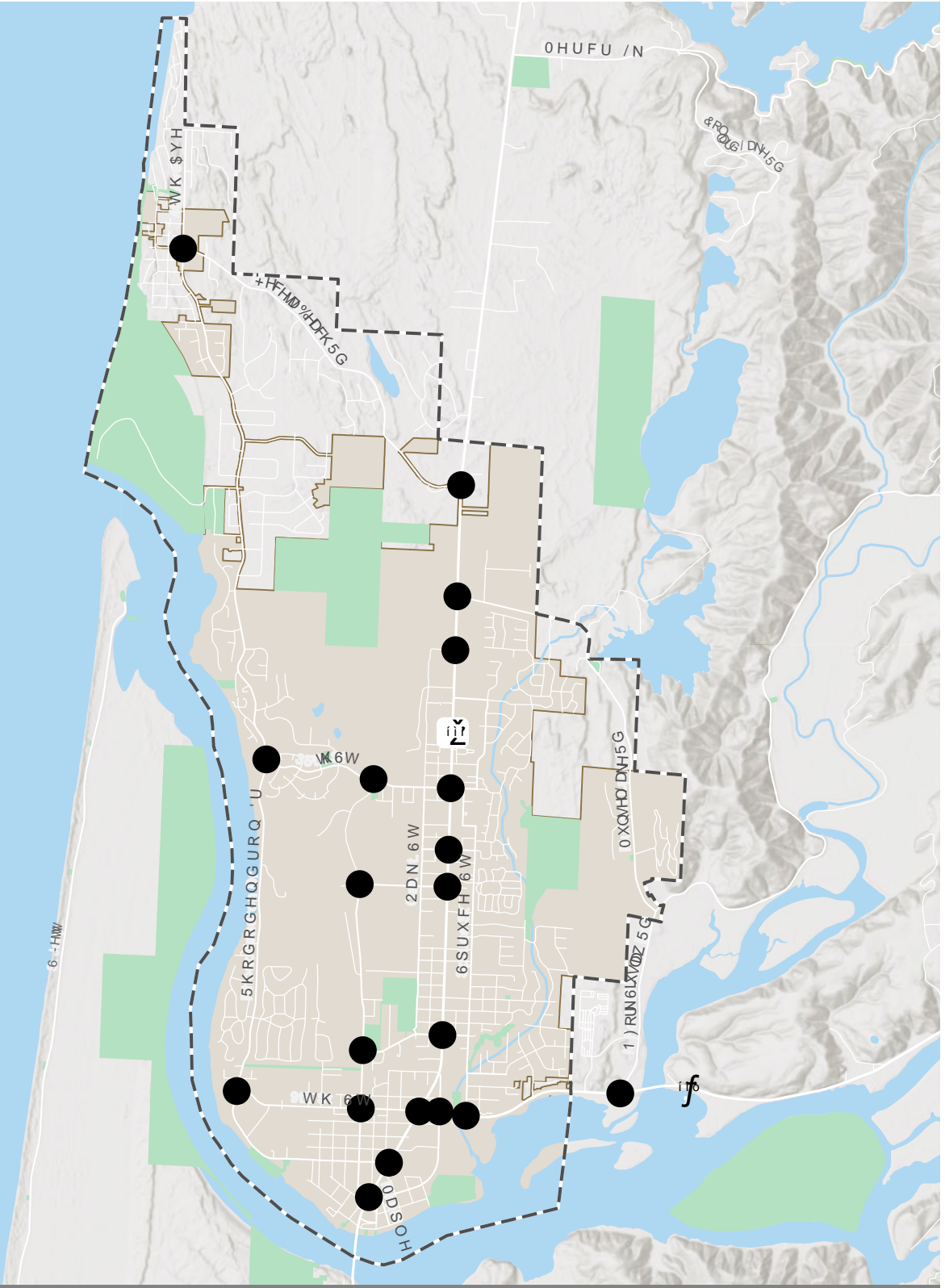
- » **US 101/Munsel Lake Road** – The westbound approach to the intersection is forecast to operate at LOS F and above capacity (v/c > 1.0). This is primarily due to growth in TAZ 5,8, and 9 as well as growth in through traffic along US 101.
- » **Kingwood Street/35th Street** – The northbound approach to the intersection is forecast to operate at LOS E. This is primarily due to growth in TAZs throughout the city. Many trips accessing the west side of Florence go through this intersection as 35th Street is a primary east-west connector.

Other intersections that may meet their applicable standards and target, but have relatively high level of delay include:

- » **US 101/Heceta Beach Road** – the eastbound approach is forecast to operate at LOS F, but below capacity.
- » **US 101/46th Street** – the eastbound approach is forecast to operate at LOS F, but below capacity.
- » **OR 126/Quince Street** – the northbound approach is forecast to operate at LOS F, but below capacity.

All other study intersections are forecast to operate acceptably during the weekday PM peak hour with respect to their applicable mobility standards and targets. *Attachment C includes the intersection operations analysis worksheets.*

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Year 2042 Traffic Conditions
Weekday PM Peak Hour
Florence, OR

Figure
4



QUEUEING ANALYSIS

A queuing analysis was conducted at the signalized study intersections using Synchro 11. Table 5 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.

Table 5: Queuing Summary, Weekday PM Peak Hour

| Map ID | Intersection | Movement | Storage Length (feet) | 95 th Percentile Queue (feet) | Adequate? |
|--------|----------------------------------|----------|-----------------------|--|-----------|
| 4 | US 101/35 th Street | EBL | 125 | 225 | No |
| | | WBL | 150 | 50 | Yes |
| | | NBL | 150 | 50 | Yes |
| | | SBL | 100 | <25 | Yes |
| 8 | US 101/9 th St-OR 126 | EBL | 100 | 250 | No |
| | | WBL | 400 | 275 | Yes |
| | | NBL | 125 | 125 | Yes |
| | | SBL | 150 | 475 | No |
| 9 | US 101/Rhododendron Drive | NBL | 125 | <25 | Yes |
| | | SBL | 125 | <25 | Yes |

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

As shown in Table 5, the striped storage lengths at the signalized study intersections are currently adequate for the 95th percentile queues except for the eastbound left-turn queue at the US 101/35th Street and the eastbound left-turn and southbound left-turn queue at the US 101/OR 126 intersections.

The storage length of the eastbound left-turn lane on 35th Street is restricted by pavement width between US 101 and Pine Street. The storage length of the eastbound left-turn lane on 9th Street is restricted by pavement width between US 101 and Nopal Street. The southbound left-turn lane on US 101 has additional two-left-turn storage from OR 126 to 10th Street. There is additional two-left-turn storage from 10th Street to 12th Street. *Attachment C contains the queuing analysis worksheets.*

Non-Automobile Transportation Analysis

TRANSIT QUALITATIVE MULTIMODAL ASSESSMENT

As described in *Technical Memorandum #3A: Existing Conditions Inventory*, public transit service in Florence is provided by Rhody Express, Link Lane, and Coos County Area Transit. These providers offer a mix of local and intercity bus service, and connections to other transit services outside of the city. The following summarizes planned updates to these services:

- » **Rhody Express** recently updated the South Loop to provide service to the Three Rivers Casino. This update was considered in the existing conditions analysis and there are no other planned updates at this time.
- » **Link Lane** is currently creating a Transit Development Plan (TDP) to better understand the transit needs between coastal communities and between these coastal communities and Eugene. While the project has yet to develop alternatives, it has discovered the



need to increase intercity service. As alternatives are developed to address this need, they will be incorporated into the Florence TSP Update.

- » **Coos County Area Transit** completed a Transit Master Plan in 2021. The plan identifies updates to the service provided between Coos Bay and Florence. The plan calls for three runs four days a week (Monday through Friday), which is an update to existing service, which now operates two runs six days a week. Both existing service and planned service updates result in 12 runs per week, and fewer than four runs per day.

The transit qualitative multimodal assessment (QMA) uses several criteria to assess transit service for small cities, including service frequency, schedule speed/travel time, transit stop amenities, connecting pedestrian/bicycle network, and ADA accessibility. Given that Rhody Express does not have plans to update its service, potential updates to Link Lane service are still pending, and recent updates to Coos County do not measurably change the results of the analysis, the transit QMA results summarized in *Tech Memo 3B: Existing Conditions Analysis* remain the same under future (no-build) traffic conditions.

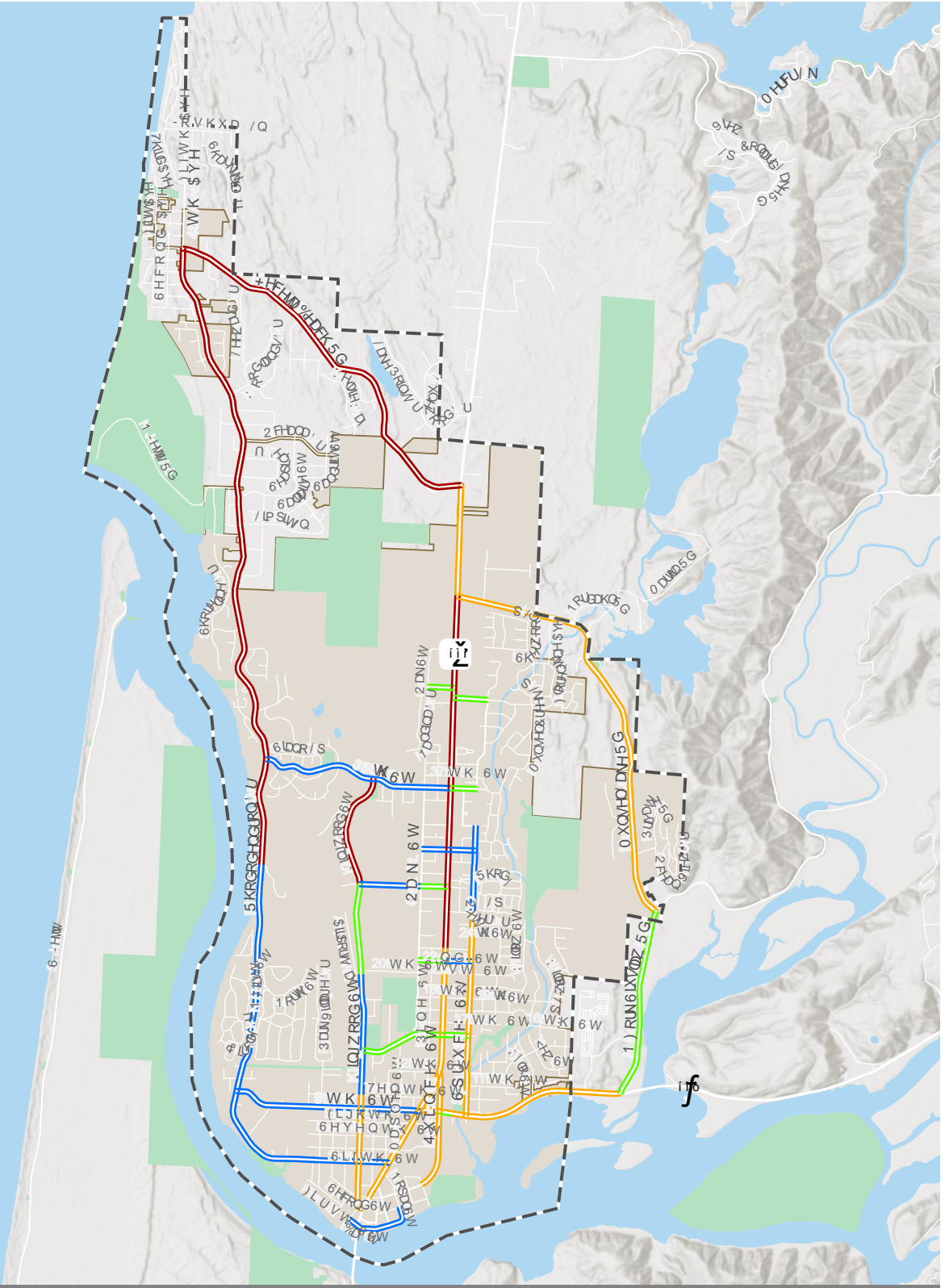
PEDESTRIAN LEVEL OF TRAFFIC STRESS

Pedestrian Level of Traffic Stress (PLTS) along roadway segments is determined based on sidewalk condition, physical buffer type, total buffering width, and general land use. Traffic volumes do not impact PLTS along roadway segments. Therefore, the forecast traffic volumes describe above are not expected to change the PLTS analysis results relative to existing conditions. In addition, none of the planned improvements identified in the STIP or the CIP are expected to change the factors that determine PLTS along roadway segments. Therefore, the PLTS analysis results summarized in *Tech Memo #3B: Existing Conditions Analysis* remain the same under future (no-build) traffic conditions.

BICYCLE LEVEL OF TRAFFIC STRESS

Bicycle Level of Traffic Stress (BLTS) along roadway segments is determined based on traffic volumes, travel speeds, the number of travel lanes per direction, the presence and width of on-street bicycle lanes and/or adjacent parking lanes, and several other factors. Given that increases in traffic volumes could impact BLTS on roadways with mixed traffic (e.g., shared lane pavement markings, no bicycle facilities), future traffic volumes were reviewed to determine if the increases result in changes in BLTS. Based on this review, there were several locations where traffic volumes increased; however, given the BLTS criteria the increases did not change the results of the analysis.

Table D-1 in Attachment D summarizes the BLTS analysis results under future (no-build) traffic conditions. Figure 5 illustrates the BLTS analysis results for arterial and collector streets. 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 are forecast to have segments that are rated BLTS 3 or 4. These segments may have bike lanes that are too narrow for roadway conditions or may be shared roadways (i.e. *mixed traffic*) with relatively high traffic volumes.



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Future Parking Conditions

The population and employment forecasts summarized above and in Attachment A indicate that there will be a 26% increase in population and a 75% increase in employment over the next 20 years. These increases will rely on the development or redevelopment of residential and commercial properties throughout the city. Depending on the location and type of these developments, and the amount of off-street parking they provide, the increases could have a significant impact on the on-street parking supply. Without changes to existing parking management policies and strategies, areas that are a challenge today will likely continue to be a challenge in the future and other challenges (e.g., high parking demand, unbalanced parking demand, neighborhood spillover, etc.) are likely to arise.

The population and employment forecasts show that most growth is expected to occur east of US 101 and north of OR 126. Based on the parking analysis summarized in *Tech Memo 3B: Existing Conditions*, on- and off-street parking in these areas is well below the *effective capacity* of the parking supply.¹ Therefore, these areas could accommodate increases in on-street parking demand and may not require additional management strategies.

The population and employment forecasts also show that growth is expected to occur in Old Town where the parking analysis shows that on- and off-street parking demand currently exceeds the *effective capacity* of the parking supply. Therefore, growth in Old Town could have a significant impact on the on-street parking supply, particularly if the growth does not include sufficient off-street parking or the growth impacts the off-street parking supply (e.g., redevelopment of an existing off-street parking facility as retail/commercial use). Under this scenario, the total number of streets in Old Town with occupancy levels that exceed effective capacity is likely to increase and spread to adjacent streets, including residential streets. Therefore, Old Town could benefit from additional management strategies.

Future Deficiencies

The future deficiencies identified in this memorandum are summarized below. These deficiencies will be combined with the gaps and deficiencies in *Tech Memo #3B: Existing Conditions* and addressed in *Tech Memo #5: Alternatives Analysis*.

- » The US 101/Munsel Lake Road and Kingwood Street/35th Street intersections are forecast to exceed their applicable mobility targets in 2042 during the weekday PM peak hour.
- » The US 101/Heceta Beach Road, US 101/46th Street, and OR 126/Quince Street intersections are forecast to operate at LOS F but below capacity during the weekday PM peak hour.

¹ A parking system is generally considered to be full or at its *effective capacity* when parking occupancies reach or exceed 85% during peak periods. In retail areas and downtowns, occupancies of 85% are generally used to represent effective capacity because they reflect times when motorists may have difficulty finding a place to park and may add to congestion by circling the area in search of parking.



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

- » The US 101/35th Street and US 101/9th St-OR 126, intersections are forecast to have 95th percentile queues that exceed striped storage lengths.
- » Service frequency and schedule speed/travel speed on the Rhody Express is expected to continue to be *good*, while transit stop amenities and connecting pedestrian/bicycle networks is expected to be *fair*, and ADA accessibility is expected to be *poor*.
- » Pedestrian level of traffic stress on several arterial and collector streets is expected to continue to be relatively high and suitable for some adults.
- » Bicycle level of traffic stress on several arterial and collector streets is expected to continue to be relatively high and suitable for some adults.
- » The total number of streets where on-street parking demand exceeds the *effective capacity* of the parking supply is expected to increase within Old Town, particularly with redevelopment of and existing off-street parking lots.

Attachments

- A. Population and Employment Forecast Methodology Memorandum
- B. Trip Generation Estimate
- C. Future Traffic Operations and Queuing Analysis Worksheets
- D. Future BLTS Analysis Results

Attachment A Population and
Employment Forecast
Methodology
Memorandum

ATTACHMENT A: POPULATION AND EMPLOYEMENT FORECASTS

Date: April 5, 2023

To: Wendy Farley-Campbell, Shirley Gray, Erin Reynolds, Mike Miller, City of Florence
Michael Duncan, Oregon Department of Transportation

From: Darci Rudzinski, Clinton "CJ" Doxsee, and Brandon Crawford, MIG | APG

Project: City of Florence Transportation System Plan Update

Project: Final Tech Memo #4, Attachment A: Population and Employment Forecasts

Population and Employment Forecasts

This memorandum documents the methodology and results of the population and employment forecasts conducted as part of the City of Florence Transportation System Plan (TSP) Update. This forecast ultimately provides the following:

- » Number of dwelling units in each Transportation Analysis Zone (TAZ), current year (2020) and end year (2045).
- » Square footage of employment uses, current year and end year.

The forecast analysis is based on the best available population, employment, and land use data for the City of Florence and Lane County. As such, please note that the estimates are generalized approximations based on the available population and employment information.

PROJECTED POPULATION GROWTH PATTERNS

As of the 2020 census, Florence is home to an estimated 9,396 residents, and the Portland State University Population Research Center (PRC) estimates the City's 2020 population within the Urban Growth Boundary (UGB) at 11,182 residents.

Table 1 compares Florence's 20-year population growth with Lane County. Since 2020, Florence has experienced population growth at a higher rate than the rest of Lane County. Overall, Florence grew by about 25% since 2000, which represents an estimated 2,253 people.

Table 1. Florence and Lane County Population Growth

| Geography | 2000 | 2010 | 2020 | 2000-2020 Change | |
|--------------|---------|---------|---------|------------------|---------|
| | | | | Number | Percent |
| Lane County | 322,959 | 351,715 | 381,365 | 58,406 | 18.1% |
| Florence UGB | 8,929 | 10,327 | 11,182 | 2,253 | 25.2% |

Source: PSU Population Research Center

The PRC develops long-term coordinated population forecasts for Oregon's UGBs on a routine basis. PRC forecasted population figures for Florence and Lane County are provided in Table 2.



The PSU PRC population methodology addresses places within an urban growth boundary (UGB) individually. Florence is forecasted to grow at a faster rate than the County over the next 20 years.

Table 2. Florence Population Forecasts (% growth)

| Geography | 2020 | 2045 | 2070 | 2020-2045 Change | |
|--------------|---------|---------|---------|------------------|---------|
| | | | | Number | Percent |
| Lane County | 381,365 | 443,747 | 490,588 | 62,382 | 16.4% |
| Florence UGB | 11,182 | 14,040 | 17,840 | 2,858 | 25.6% |

Source: PSU Population Research Center

Table 3 shows the persons per household for Florence, which experienced a slight increase of 0.07 person per household (PPH) between the 2010 and 2020 census. The assumption for 2045 is that this ratio will remain the same throughout the planning horizon at approximately 1.9 PPH. Dividing the population by this number results in an estimated 5,885 households in 2020 and 7,389 households in the year 2045. The difference between the Base Year and End Year is an **additional 1,505 households**.¹ This is the overall growth in housing units estimated for Florence during the planning period.

Table 3: Persons per Household Change (PPH)

| Geography | 2010 | 2020 | 2010-2020 Change |
|-------------|------|------|------------------|
| Lane County | 2.35 | 2.39 | 0.04 |
| Florence | 1.86 | 1.93 | 0.07 |

Source: US Census Table DP02

An inventory of undeveloped and underdeveloped land was produced as part of Technical Memorandum #3: Existing Conditions. The undeveloped/underdeveloped land inventory is used as the basis for determining future residential capacity in Florence. This analysis uses Zoning and Comprehensive Plan designations within the UGB to estimate residential capacity. Because the City's residential zones have corresponding Comprehensive Plan designations (low, medium, and high density), allowed density for residential zones were used as a proxy to estimate capacity in UGB areas. Minimum and maximum residential density is provided in Chapter 10 of the Florence Zoning Code (Title 10). A summary of the minimum and maximum allowed densities for residential zones is provided in Table 4, and a brief description of each residential zone is provided in Table 5. In addition, Table 5 includes a description of housing unit type mix assumptions for each zone. The unit mix assumptions for each zone are based on the approximate current mix of housing types that have been developed in each residential zone. These assumptions are rough approximations based on current available property tax assessor data.

¹ Note that the population and household forecasts used here deviate slightly from forecast estimates used for TAZs in later tables. The slight deviation is due to differences in sources. Table 2 figures are derived from PSU Population Research Center Estimates, while population and household estimates for Table 7 are based on Census Block counts.



Table 4: Residential Density Standards

| City of Florence Zones | Minimum (DU/acre) | Maximum (DU/acre) |
|---|-------------------|-------------------|
| Low Density Residential (LDR) | - | 5.8 DU/acre |
| Medium Density Residential (MDR) | - | 12 |
| Mobile/Manufactured Home Residential (RMH) | - | 12 |
| High Density Residential | 12 | 25 |

Table 5: Florence Zoning Designation Descriptions²

| Zone | Zone Purpose | Unit Mix Assumption |
|--|--|--|
| Low Density Residential (LDR) | The Low Density Residential District is intended to provide a quality environment for low density, urban residential uses and other Planned Unit Development as determined to be necessary and/or desirable. This zone allows single-family detached dwellings and manufactured dwellings. | Assume 5 DU/acre at 95% single-family and 10 DU/acre at 5% duplex. Although duplexes are not currently allowed in the low density zone, the City will likely adopt amendments to allow this housing type in the near-future (within ~1 year) to comply with HB 2001, and duplexes are not subject to maximum density requirements per the state rules for middle housing compliance. This is a conservative (high) estimate to test the performance of the transportation system assuming maximum development. |
| Medium Density Residential (MDR) | The Medium Density Residential District is intended to provide a quality environment for medium density, urban residential uses and other compatible land uses determined to be necessary and/or desirable. This zone allows single-family attached dwellings, duplexes, and manufactured homes. | Assume 12 DU/acre at 95% single-family and 12 DU/acre at 5% duplexes/single-family attached (townhomes). Based on the current unit mix in this zone approximately 95% of residential parcels are single-family detached, while the remaining roughly 5% are duplexes or single-family attached. |
| Mobile Home/Manufactured Home Residential (RMH) | The Mobile Home/Manufactured Home Residential District is intended to provide mobile home/manufactured homeowners and owners of other pre-manufactured homes an alternative | Assume 12 DU/acre at 95% single-family and 12 DU/acre at 5% duplexes/single-family attached (townhomes). For the purposes of this zone, manufactured/mobile homes |

² The City also allows residential development in the Coast Village District (Chapter 29). However, per the BLI analysis, this small residential zone is completely built out, and therefore was not included in the future capacity analysis.



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| Zone | Zone Purpose | Unit Mix Assumption |
|---------------------------------------|--|---|
| | to renting space in a mobile home/manufactured home park. | are considered the same as single-family detached. Based on the current unit mix in this zone approximately 95% of residential parcels are single-family detached, while the remaining roughly 5% are duplexes or single-family attached. |
| High Density Residential (HDR) | The High Density Residential District is intended to provide a quality environment for high density, urban residential uses together with other compatible land uses determined to be necessary and/or desirable. This zone allows every housing type allowed in the city and permits single-family detached as a conditional use and multifamily (5+ units) through site plan review. | Assume 65% multi-family (3+ units), 30% duplexes/single-family attached, and 5% single-family detached, all at 25 DU/acre. |

For the purposes of calculating capacity, the gross acreage was reduced by 25% to allow for dedications and improvements. Site-specific environmental constraints (i.e., floodplains and wetlands) were not factored into the capacity analysis. Multiplying these assumed densities by the remaining buildable acres identified in the vacant inventory map provides the expected capacity of households remaining within the UGB. Table 6 shows the estimated buildable acres and unit capacity by zone, and Figure 1 shows buildable lots (undeveloped or underdeveloped) by TAZ.

Table 6: Residential Capacity Summary

| Zone | Net Buildable Acres | Assumed Density | Unit Capacity | Unit Split |
|--------------------------------------|---------------------|-----------------|---------------|--|
| Low-Density Residential | 284.28 | 5.8 DU/acre | 1,651 | 95% Single-family 5% Duplex/SFA |
| Medium-Density Residential | 247.91 | 12 DU/acre | 2,959 | 95% Single-family 5% Duplex/SFA |
| High-Density Residential | 38.50 | 25 DU/acre | 962 | 5% Single-family 30% Duplex/SFA 65% Multi-family |
| Mobile Home/Manufactured Home | 42.93 | 12 DU/acre | 513 | 95% Single-family 5% Duplex/SFA |
| TOTAL | 613.63 | | 6,085 | |



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Figure 1 Buildable Residential Lots by TAZ in Florence

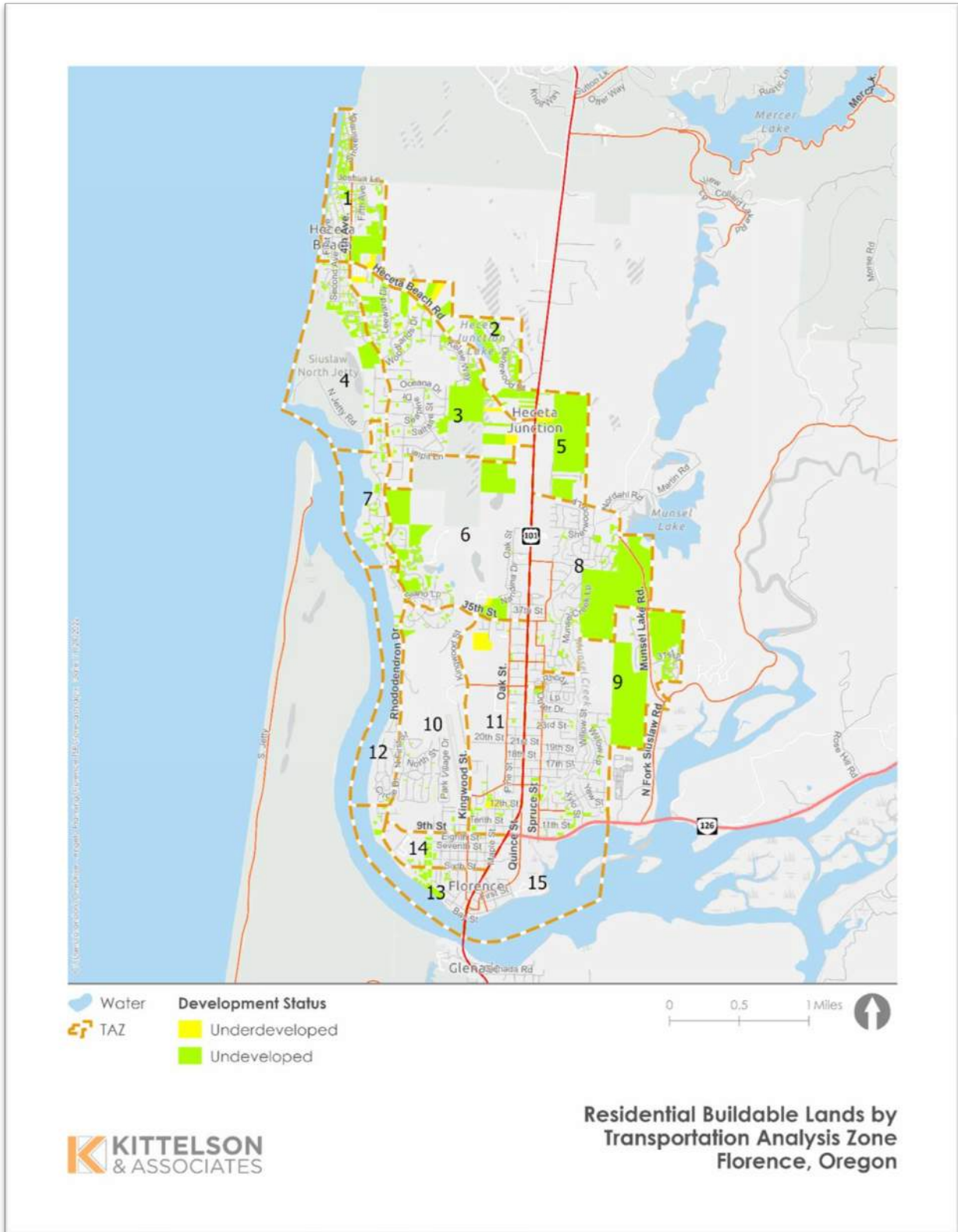




Table 7 shows the estimated population and number of households for all TAZs within the Florence UGB for 2020 and 2045. The populations for Census Blocks³ that correspond with TAZs were used to estimate population growth within each TAZ by 2045. In addition, the average household size of 1.93 for 2020 was also assumed for 2045. Thus, the number of households for 2020 and 2045 was estimated by dividing the population estimate for each year by the 2020 average household size (1.93).

To account for housing capacity that is available to accommodate growth in Florence, the estimated city-wide population increase was redistributed among the TAZs based on the percentage of total housing capacity each TAZ contains. In other words, the projected population growth for each TAZ is proportionate to its housing capacity. As a result, TAZ 9, which currently has the highest population in the city, is projected to increase by about 300 people to a population of an estimated 2,862 people and is expected to remain the most populated TAZ. Meanwhile, TAZs 5, 6, and 8 are all expected to have the largest population increases. TAZ 5 is forecast to grow the most relative to its current population (it is projected to nearly triple) due to the TAZ's abundance of vacant residential land and capacity to accommodate growth. Table 8 shows each TAZ's estimated buildable land and housing capacity compared to their projected increase in number of households.

Table 7 also shows the assumed unit split for each TAZ. The unit split assumptions are based on the portion of residential zones in each TAZ. Most TAZs only have low-density or medium-density zoning designations and therefore reflect the unit split assumptions for those zones presented in Table 6. TAZ 11 mostly has high-density residential zoning, and therefore has the highest multi-family unit assumption (65%). A few TAZs have a small portion of high density residential (~5-10%), and therefore they are assumed to have a relatively small portion of multi-family housing (5%). Further, TAZs 14 and 15 have more even distributions of different residential zones (e.g., 50% high-density in TAZ 15), and therefore have a relatively more even mix of housing types compared to other TAZs.

Table 7: TAZ Population and Households

| TAZ | 2020 Population | 2045 Population | Population Increase | 2020 Households | 2045 Households | Household Increase | Unit Split |
|-----|-----------------|-----------------|---------------------|-----------------|-----------------|--------------------|------------------------------------|
| 1 | 307 | 497 | 190 | 159 | 258 | 98 | 95% Single-family 5% Duplex/SFA |
| 2 | 138 | 229 | 91 | 71 | 118 | 47 | 95% Single-family 5% Duplex/SFA |
| 3 | 1,051 | 1,305 | 254 | 545 | 676 | 131 | 95% Single-family 5% Duplex/SFA |
| 4 | 265 | 361 | 96 | 137 | 187 | 50 | 95% Single-family 5% Duplex/SFA |
| 5 | 236 | 630 | 394 | 122 | 327 | 204 | 95% Single-family 5% Duplex/SFA |

³ The 2020 population and households deviate from the estimates shown in Table 2 because the Census population estimates are slightly different from the PSU population estimates. The Census population estimates were used for the TAZ estimates because PSU only provides population estimates for the entire UGB, while Census block estimates can be extrapolated to the TAZ geography.



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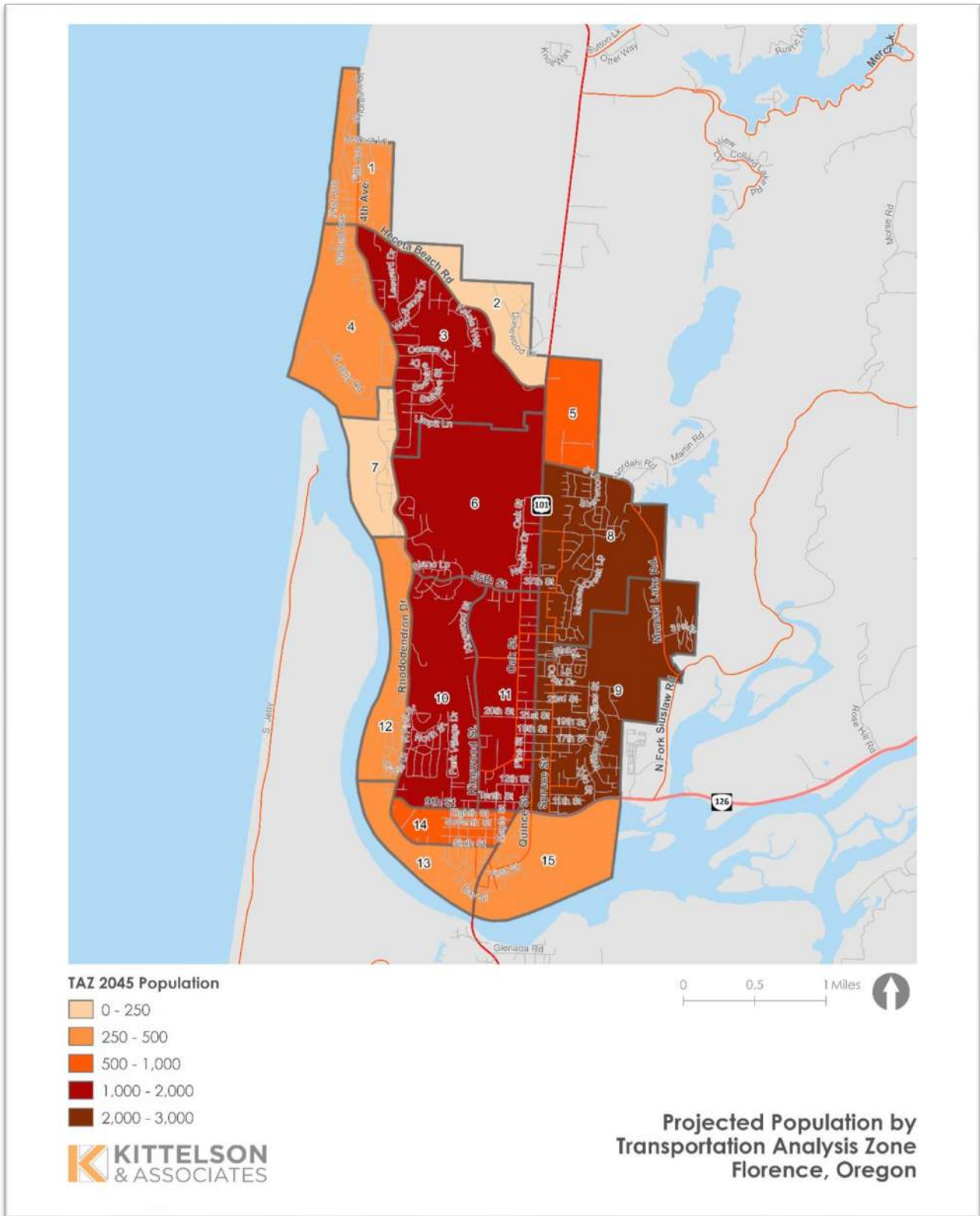
| TAZ | 2020 Population | 2045 Population | Population Increase | 2020 Households | 2045 Households | Household Increase | Unit Split |
|--------------|-----------------|-----------------|---------------------|-----------------|-----------------|--------------------|---|
| 6 | 720 | 1,283 | 563 | 373 | 665 | 292 | 90% Single-family 5% Duplex/SFA 5% Multi-family |
| 7 | 210 | 242 | 32 | 109 | 125 | 16 | 95% Single-family 5% Duplex/SFA |
| 8 | 1,444 | 2,108 | 664 | 748 | 1,092 | 344 | 95% Single-family 5% Duplex/SFA |
| 9 | 2,557 | 2,862 | 305 | 1,325 | 1,483 | 158 | 90% Single-family 5% Duplex/SFA 5% Multi-family |
| 10 | 1,210 | 1,241 | 31 | 627 | 643 | 16 | 90% Single-family 5% Duplex/SFA 5% Multi-family |
| 11 | 1,470 | 1,650 | 180 | 762 | 855 | 93 | 5% Single-family 30% Duplex/SFA 65% Multi-family |
| 12 | 467 | 481 | 14 | 242 | 249 | 7 | 95% Single-family 5% Duplex/SFA |
| 13 | 330 | 347 | 17 | 171 | 180 | 9 | 95% Single-family 5% Duplex/SFA |
| 14 | 587 | 618 | 31 | 304 | 320 | 16 | 50% Single-family 25% Duplex/SFA 25% Multi-family |
| 15 | 350 | 350 | -- | 181 | 181 | - | 25% Single-family 25% Duplex/SFA 50% Multi-family |
| TOTAL | 11,342 | 14,204 | 2,861 | 5,877 | 7,359 | 1,482 | |

Figure 2 shows the location of Florence's projected 2045 population by TAZ.



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Figure 2. Projected 2045 Florence Population by TAZ





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Table 8 shows the housing unit capacity and projected household increase by TAZ. Figure 3 shows the current housing capacity by TAZ. Based on current allowed density by residential zone and the City's supply of undeveloped and underdeveloped land, Florence's estimated current capacity to accommodate 6,085 units should be adequate to support an increase of approximately 1,500 households by 2045.

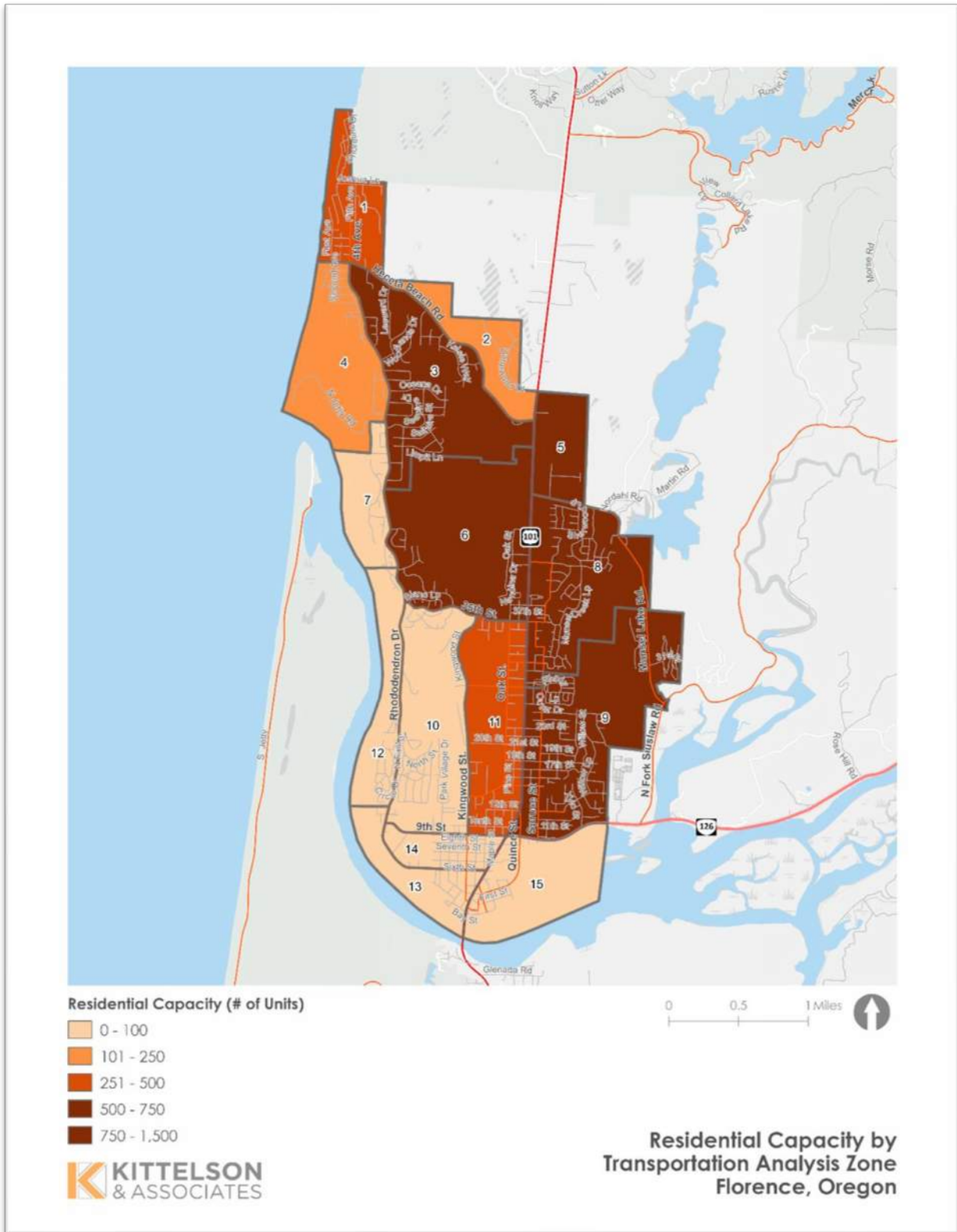
Table 8: TAZ Housing Capacity

| TAZ | Net Buildable Acres | Housing Unit Capacity | Projected Household Increase | Single-family Detached | Duplex or Single-Family Attached | Multi-family |
|--------------|---------------------|-----------------------|------------------------------|------------------------|----------------------------------|--------------|
| 1 | 47.65 | 404 | 98 | 93 | 5 | -- |
| 2 | 33.32 | 193 | 47 | 45 | 2 | -- |
| 3 | 79.21 | 540 | 132 | 124 | 7 | -- |
| 4 | 27.28 | 204 | 50 | 48 | 2 | -- |
| 5 | 73.56 | 839 | 204 | 194 | 10 | -- |
| 6 | 85.23 | 1,198 | 292 | 262 | 15 | 15 |
| 7 | 9.54 | 67 | 16 | 16 | -- | -- |
| 8 | 128.98 | 1,412 | 344 | 327 | 17 | -- |
| 9 | 94.27 | 648 | 158 | 142 | 8 | 8 |
| 10 | 5.06 | 66 | 16 | 14 | 2 | -- |
| 11 | 16.19 | 382 | 93 | 5 | 28 | 60 |
| 12 | 2.50 | 29 | 7 | 7 | -- | -- |
| 13 | 5.97 | 37 | 9 | 9 | -- | -- |
| 14 | 4.86 | 66 | 16 | 8 | 4 | 4 |
| 15 | -- | -- | -- | -- | -- | -- |
| TOTAL | 613.63 | 6,085 | 1,482 | 1,294 | 100 | 87 |



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Figure 3. Current Housing Unit Capacity by TAZ

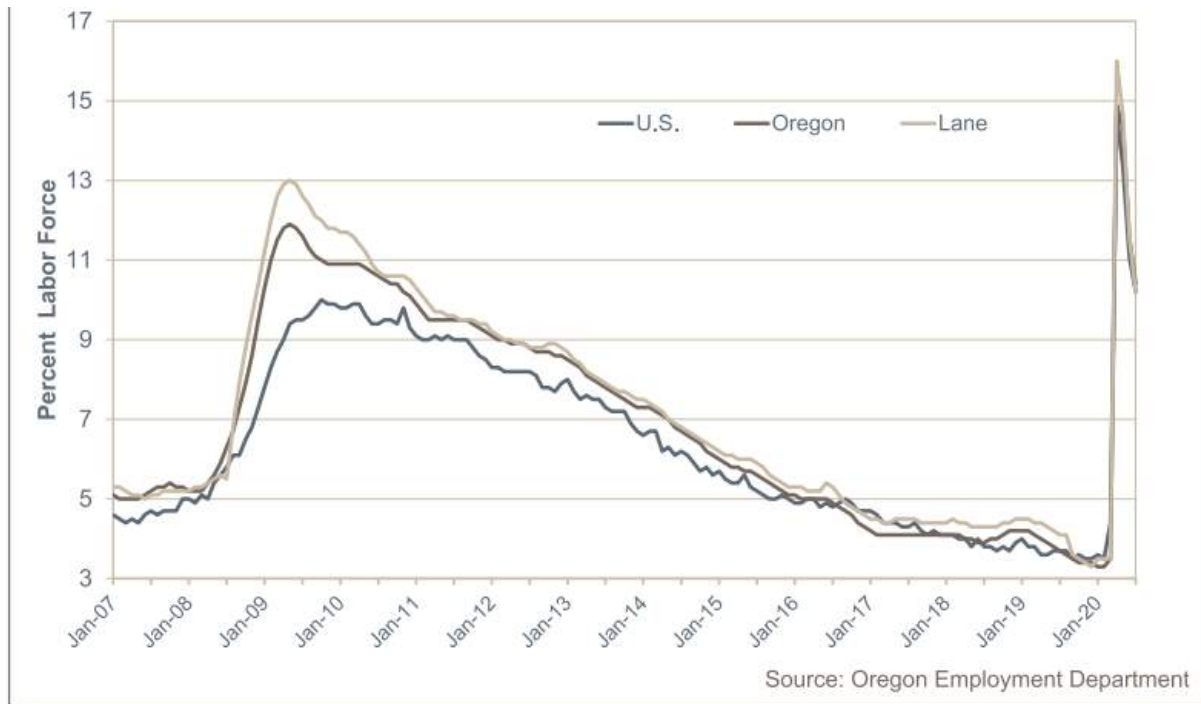




HISTORIC AND PROJECTED EMPLOYMENT GROWTH PATTERNS

This analysis evaluated historic and projected employment patterns in the Florence area to understand current and future transportation needs. The Oregon Employment Department (OED) publishes current employment trends specific to Lane County.⁴ As shown Figure 4, unemployment rates in Oregon and Lane County spiked in 2009 because of the COVID-19 pandemic. Unemployment rates have been rapidly declining since the height of the pandemic, and if Lane County employment levels continue to increase, transportation needs within Florence may change.

Figure 4: Seasonally Adjusted Unemployment Rates, 2007 to Present – OED



PROJECTED EMPLOYMENT

The Oregon Employment Department Workforce and Economic Research Division publishes employment forecasts by industry. These ten-year forecasts are defined by regions (as opposed to counties or cities) and organize employment forecasts by primary industry. For Lane County, it is expected that the largest employment increases will occur in leisure and hospitality (44%) and accommodation and food services (44%). All industries are expected to experience an increase in employment except for federal government, as shown in the employment forecasts in Table 9.

⁴ <https://www.laneworkforce.org/wp-content/uploads/2020-State-of-the-Workforce.pdf>



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Table 9: Lane County Industry Employment Projections, 2020-2030⁵

| Industry | 2020 | 2030 | Change | % Change |
|---|---------|---------|--------|----------|
| Total employment | 162,100 | 186,000 | 23,900 | 15% |
| Total payroll employment | 153,000 | 176,400 | 23,400 | 15% |
| Total private | 126,100 | 147,300 | 21,200 | 17% |
| Natural resources and mining | 2,500 | 2,600 | 100 | 4% |
| Mining and logging | 800 | 800 | 0 | 0% |
| Construction | 7,300 | 8,100 | 800 | 11% |
| Manufacturing | 13,800 | 15,400 | 1,600 | 12% |
| Durable goods | 8,900 | 9,900 | 1,000 | 11% |
| Wood product manufacturing | 3,500 | 3,600 | 100 | 3% |
| Transportation equipment manufacturing | 600 | 800 | 200 | 33% |
| Nondurable goods | 4,900 | 5,500 | 600 | 12% |
| Trade, transportation, and utilities | 28,500 | 31,700 | 3,200 | 11% |
| Wholesale trade | 5,900 | 6,800 | 900 | 15% |
| Retail trade | 19,300 | 21,000 | 1,700 | 9% |
| Transportation, warehousing, and utilities | 3,300 | 3,900 | 600 | 18% |
| Information | 2,000 | 2,100 | 100 | 5% |
| Financial activities | 8,000 | 8,600 | 600 | 8% |
| Professional and business services | 17,200 | 20,100 | 2,900 | 17% |
| Administrative and support services | 7,500 | 9,000 | 1,500 | 20% |
| Private educational and health | 28,000 | 33,100 | 5,100 | 18% |
| Private educational services | 1,700 | 2,100 | 400 | 24% |
| Health care and social assistance | 26,300 | 31,000 | 4,700 | 18% |
| Ambulatory health care services | 20,300 | 24,100 | 3,800 | 19% |
| Leisure and hospitality | 13,800 | 19,900 | 6,100 | 44% |
| Accommodation and food services | 12,300 | 17,700 | 5,400 | 44% |
| Accommodation | 1,300 | 2,100 | 800 | 62% |
| Food services and drinking places | 11,000 | 15,600 | 4,600 | 42% |
| Other services | 5,000 | 5,700 | 700 | 14% |
| Government | 26,900 | 29,100 | 2,200 | 8% |
| Federal government | 2,000 | 1,900 | -100 | -5% |
| State government | 1,700 | 1,900 | 200 | 12% |
| Local government | 23,200 | 25,300 | 2,100 | 9% |
| Local education | 16,200 | 17,600 | 1,400 | 9% |
| Self-employment | 9,100 | 9,600 | 500 | 5% |

The most recent employment data by NAICS sector available for the City is provided from the American Community Survey (ACS) 5-year estimates of employment by industry, as shown in Table 10. This provides a general basis of comparison with the Oregon Employment

⁵ Oregon Employment Department, Workforce and Economic Research Division



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Department's employment forecast analysis. Florence employed 2,973 people in the year 2020. Over one-third of the jobs were related to education, health care, entertainment/recreation, or accommodation and food services.

Table 10: ACS Employment Estimates by Industry

| Florence Jobs by Sector | | 2020 |
|--|--|-------|
| Civilian employed population 16 years and over | | 2,973 |
| Agriculture, forestry, fishing and hunting, and mining | | 30 |
| Construction | | 252 |
| Manufacturing | | 193 |
| Wholesale trade | | 9 |
| Retail trade | | 392 |
| Transportation and warehousing, and utilities | | 48 |
| Information | | 25 |
| Finance and insurance, and real estate and rental and leasing | | 149 |
| Professional, scientific, and management, and administrative and waste management services | | 331 |
| Educational services, and health care and social assistance | | 612 |
| Arts, entertainment, and recreation, and accommodation and food services | | 696 |
| Other services, except public administration | | 52 |
| Public administration | | 184 |

Source: 2020 ACS 5-year Estimates, Table DP03

The following tables apply the State's growth forecast to employment and translates those employment figures to the amount of commercial and industrial building space needed using standard ratios of square feet per employee from the Urban Land Institute.

Table 11. Square Footage per Employee – Urban Land Institute

| Employment Space Utilization | | | | | | | |
|------------------------------|-------------------------|--------------------|------------------|--------------------|-----------|-----|---------------|
| Industry | Commercial | | Industrial Share | Industrial | | | |
| | Commercial Office Share | Avg. Space per Job | | Avg. Space per Job | | | Weighted Avg. |
| | | | Warehouse | General | Tech/Flex | | |
| Construction | 2% | 366 | 30% | 0 | 400 | 117 | 517 |
| Manufacturing | 5% | 366 | 95% | 0 | 400 | 117 | 517 |
| Wholesale Trade | 5% | 366 | 95% | 1,350 | 0 | 47 | 1,397 |
| Retail Trade | 5% | 366 | 0% | 0 | 0 | 0 | 0 |
| Transp. Warehouse. Util | 30% | 366 | 70% | 2,000 | 0 | 0 | 2,000 |
| Information | 90% | 366 | 10% | 0 | 0 | 467 | 467 |



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| Employment Space Utilization | | | | | | | |
|---|-------------------------|--------------------|------------------|--------------------|-----------|---------------|-----|
| Industry | Commercial | | Industrial Share | Industrial | | | |
| | Commercial Office Share | Avg. Space per Job | | Avg. Space per Job | | | |
| | | | Warehouse | General | Tech/Flex | Weighted Avg. | |
| Financial Activities | 90% | 366 | 0% | 0 | 0 | 0 | 0 |
| Professional & Business Services | 90% | 366 | 10% | 0 | 0 | 467 | 467 |
| Education & Health Services | 40% | 366 | 0% | 0 | 0 | 0 | 0 |
| Leisure & Hosp | 25% | 366 | 0% | 0 | 0 | 0 | 0 |
| Other Services | 40% | 366 | 60% | 0 | 400 | 117 | 517 |
| Government | 85% | 366 | 15% | 675 | 0 | 234 | 909 |

The City of Florence is assumed to grow by an additional 1,862 jobs through the year 2045. This assumes that growth in Florence follows similar employment trends as forecasted in the State's Industry Employment Forecast. By applying the employment space utilization to the forecasted growth in employment, Florence is anticipated to increase its total office space by an additional 266,778 square feet and increase its total industrial space by an additional 122,855 square feet. The complete employment forecasts for each NAICS sector are shown in Table 12.

Table 12. Florence City-Wide Employment Forecasts

| Jobs by NAICS Sector | 2020 Jobs | 2020 Commercial SF | 2020 Industrial SF | 2045 Jobs | 2045 Commercial SF | 2045 Industrial SF |
|--|-----------|--------------------|--------------------|-----------|--------------------|--------------------|
| Total, All | 2,973 | 402,468 | 270,866 | 4,282 | 668,778 | 393,721 |
| Agriculture, Forestry, Fishing, Hunting, and Mining | 30 | 0 | 0 | 33 | 0 | 0 |
| Construction | 252 | 1,845 | 39,085 | 331 | 2,425 | 51,380 |
| Manufacturing | 193 | 3,532 | 94,792 | 287 | 5,252 | 140,966 |
| Wholesale Trade | 9 | 165 | 11,944 | 13 | 241 | 17,459 |
| Retail Trade | 392 | 7,174 | - | 488 | 8,930 | - |
| Transportation, Warehousing, and Utilities | 48 | 5,270 | 67,200 | 75 | 8,273 | 105,486 |
| Information | 25 | 8,235 | 1,168 | 28 | 9,329 | 1,323 |
| Finance and Insurance | 149 | 49,081 | - | 180 | 59,161 | - |
| Professional, scientific, management, administrative, and Business Services | 331 | 109,031 | 15,458 | 503 | 165,771 | 23,502 |



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| Jobs by NAICS Sector | 2020 Jobs | 2020 Commercial SF | 2020 Industrial SF | 2045 Jobs | 2045 Commercial SF | 2045 Industrial SF |
|---|-----------|--------------------|--------------------|-----------|--------------------|--------------------|
| Educational Services, health care, and social services | 612 | 89,597 | - | 961 | 140,644 | - |
| Arts, Entertainment, and Recreation, and accommodation and food services | 696 | 63,684 | - | 2052 | 187,768 | - |
| Other Services (excluding Public Administration) | 52 | 7,613 | 16,130 | 74 | 10,777 | 22,835 |
| Public Administration | 184 | 57,242 | 25,088 | 226 | 70,208 | 30,771 |

Table 13 shows the estimated employment and industry square footage by TAZ. These figures include all employment estimates within the Florence UGB and are based on ACS Block Group employment estimates for 2020. Because these employment figures include UGB areas (i.e., areas outside the City limits and inside the UGB), the estimates are slightly higher than the City-wide estimates. In addition, the smallest geographic unit in which 2020 ACS employment data is available for Lane County is at the block group level. Block group boundaries do not perfectly align with the Florence TAZs, as several block groups extend beyond the UGB, thereby including employment figures outside of the study area. As a result, the employment estimates at the block group level will be slightly higher than the actual employment within the UGB.

Table 13. Forecasted Employment and Employment Square Footage by Transportation Analysis Zone

| TAZ | 2020 Employment | 2045 Employment | 2020 Square Footage | 2045 Square Footage |
|--------------|-----------------|-----------------|---------------------|---------------------|
| 1 | 71 | 107 | 14,047 | 20,766 |
| 2 | 73 | 111 | 14,531 | 21,482 |
| 3 | 276 | 511 | 89,715 | 139,056 |
| 4 | 146 | 220 | 28,945 | 42,790 |
| 5 | 332 | 538 | 90,311 | 133,087 |
| 6 | 314 | 582 | 102,114 | 158,274 |
| 7 | 65 | 98 | 12,889 | 19,054 |
| 8 | 110 | 134 | 15,163 | 18,498 |
| 9 | 596 | 907 | 171,860 | 254,298 |
| 10 | 302 | 580 | 51,722 | 88,054 |
| 11 | 688 | 1,456 | 130,290 | 228,605 |
| 12 | 122 | 226 | 21,453 | 35,587 |
| 13 | 165 | 297 | 26,022 | 43,851 |
| 14 | 132 | 236 | 20,618 | 34,692 |
| 15 | 255 | 401 | 53,329 | 78,795 |
| TOTAL | 3,648 | 6,402 | 843,008 | 1,316,890 |



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Table 14 and Table 15 further breakdown employment square footage by industry category by TAZ for 2020 and 2045. Office uses comprise the most square footage in most TAZs, and they are estimated to continue to be the most prominent employment type (in terms of area consumed) by 2045. TAZ 9 will continue to include most of the City's industrial employment activity.

Table 14. 2020 Estimated Employment Square Footage by Industry and TAZ

| TAZ | Office | Institutional | FLEX | Gen. Industrial | Warehouse | Retail | Total |
|--------------|----------------|---------------|----------------|-----------------|---------------|--------------|----------------|
| 1 | 4,985 | 717 | 2,874 | 5,043 | - | 427 | 14,047 |
| 2 | 5,157 | 742 | 2,973 | 5,217 | - | 442 | 14,531 |
| 3 | 38,963 | 7,942 | 8,086 | 7,186 | 27,538 | - | 89,715 |
| 4 | 10,273 | 1,477 | 5,921 | 10,392 | - | 881 | 28,945 |
| 5 | 49,339 | 6,002 | 14,073 | 19,927 | - | 970 | 90,311 |
| 6 | 44,348 | 9,040 | 9,204 | 8,179 | 31,344 | - | 102,114 |
| 7 | 4,575 | 658 | 2,637 | 4,628 | - | 392 | 12,889 |
| 8 | 14,101 | - | - | - | - | 1,061 | 15,163 |
| 9 | 59,143 | 17,559 | 7,797 | 81,195 | 5,200 | 967 | 171,860 |
| 10 | 21,115 | 7,641 | 15,492 | 6,714 | - | 759 | 51,722 |
| 11 | 65,472 | 10,145 | 29,389 | 23,913 | - | 1,371 | 130,290 |
| 12 | 8,535 | 2,766 | 6,030 | 3,741 | - | 380 | 21,453 |
| 13 | 9,576 | 2,771 | 4,490 | 8,282 | - | 903 | 26,022 |
| 14 | 7,465 | 2,070 | 3,172 | 7,134 | - | 776 | 20,618 |
| 15 | 18,823 | 16,991 | 2,259 | 6,517 | 8,389 | 350 | 53,329 |
| TOTAL | 361,870 | 86,522 | 114,396 | 198,069 | 72,470 | 9,681 | 843,008 |

Table 15. 2045 Forecast Estimates for Employment Square Footage by Industry and TAZ

| TAZ | Office | Institutional | FLEX | Gen. Industrial | Warehouse | Retail | Total |
|--------------|----------------|----------------|----------------|-----------------|----------------|---------------|------------------|
| 1 | 6,589 | 1,125 | 5,177 | 7,342 | - | 532 | 20,766 |
| 2 | 6,817 | 1,164 | 5,356 | 7,595 | - | 550 | 21,482 |
| 3 | 50,602 | 12,467 | 22,532 | 10,227 | 43,228 | - | 139,056 |
| 4 | 13,578 | 2,319 | 10,668 | 15,128 | - | 1,096 | 42,790 |
| 5 | 66,192 | 9,422 | 27,496 | 28,769 | - | 1,207 | 133,087 |
| 6 | 57,595 | 14,191 | 25,646 | 11,640 | 49,202 | - | 158,274 |
| 7 | 6,046 | 1,033 | 4,751 | 6,737 | - | 488 | 19,054 |
| 8 | 17,177 | - | - | - | - | 1,321 | 18,498 |
| 9 | 83,041 | 27,563 | 15,989 | 118,339 | 8,162 | 1,204 | 254,298 |
| 10 | 29,741 | 11,994 | 36,171 | 9,204 | - | 945 | 88,054 |
| 11 | 89,962 | 15,926 | 86,650 | 34,360 | - | 1,706 | 228,605 |
| 12 | 11,894 | 4,342 | 13,623 | 5,256 | - | 474 | 35,587 |
| 13 | 13,782 | 4,350 | 12,625 | 11,970 | - | 1,124 | 43,851 |
| 14 | 10,782 | 3,250 | 9,354 | 10,340 | - | 967 | 34,692 |
| 15 | 23,290 | 26,672 | 6,662 | 8,568 | 13,168 | 436 | 78,795 |
| TOTAL | 487,087 | 135,818 | 282,700 | 285,474 | 113,760 | 12,051 | 1,316,890 |

Attachment B Trip Generation Estimate



Trip Generation Estimate

Trip generation estimates were prepared for the forecast household and employment growth based on information provided in the standard reference, *Trip Generation Manual, 11th Edition*, published by the Institute of Transportation Engineers (ITE). Table B-1 summarizes the total trips by Transportation Analysis Zone (TAZ).

Table B-1: Trip Generation Estimate – Net New Trips

| TAZ | Households | | | Employment | | | Total | | |
|--------------|------------|-----|-----|------------|----|-----|-------|-----|-----|
| | Total | In | Out | Total | In | Out | Total | In | Out |
| 1 | 87 | 55 | 32 | 8 | 1 | 7 | 95 | 57 | 39 |
| 2 | 42 | 27 | 16 | 8 | 1 | 7 | 51 | 28 | 23 |
| 3 | 117 | 73 | 43 | 49 | 9 | 40 | 165 | 82 | 83 |
| 4 | 45 | 28 | 17 | 17 | 3 | 14 | 62 | 31 | 30 |
| 5 | 182 | 115 | 67 | 55 | 9 | 46 | 237 | 124 | 113 |
| 6 | 254 | 160 | 94 | 56 | 10 | 46 | 310 | 170 | 140 |
| 7 | 15 | 9 | 6 | 7 | 1 | 6 | 22 | 11 | 12 |
| 8 | 307 | 194 | 114 | 5 | 1 | 4 | 313 | 195 | 118 |
| 9 | 138 | 87 | 51 | 86 | 14 | 72 | 224 | 101 | 123 |
| 10 | 13 | 8 | 5 | 51 | 9 | 42 | 64 | 17 | 47 |
| 11 | 35 | 22 | 13 | 134 | 23 | 111 | 169 | 45 | 124 |
| 12 | 7 | 4 | 2 | 19 | 3 | 16 | 26 | 8 | 18 |
| 13 | 8 | 5 | 3 | 23 | 4 | 19 | 32 | 9 | 22 |
| 14 | 10 | 6 | 4 | 18 | 3 | 15 | 28 | 9 | 18 |
| 15 | 0 | 0 | 0 | 29 | 5 | 24 | 29 | 5 | 24 |
| Total | 1,261 | 794 | 466 | 566 | 98 | 468 | 1,827 | 892 | 935 |

Attachment C Future Traffic Operations
and Queuing Analysis
Worksheets

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↙ | | ↗ | | ↕ | | ↙ | ↗ | | ↙ | ↗ | ↗ |
| Traffic Vol, veh/h | 39 | 0 | 317 | 0 | 0 | 0 | 346 | 541 | 0 | 0 | 416 | 41 |
| Future Vol, veh/h | 39 | 0 | 317 | 0 | 0 | 0 | 346 | 541 | 0 | 0 | 416 | 41 |
| 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 | 42 | 0 | 341 | 0 | 0 | 0 | 372 | 582 | 0 | 0 | 447 | 44 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|---|--------|------|--------|-----|-------|--------|---|------|---|---|
| Conflicting Flow All | 1775 | - | 449 | 1966 | 1819 | 582 | 493 | 0 | 0 | 582 | 0 | 0 |
| Stage 1 | 449 | - | - | 1326 | 1326 | - | - | - | - | - | - | - |
| Stage 2 | 1326 | - | - | 640 | 493 | - | - | - | - | - | - | - |
| 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 | 52 | 0 | 576 | 48 | 79 | 517 | 988 | - | - | 1002 | - | - |
| Stage 1 | 524 | 0 | - | 194 | 227 | - | - | - | - | - | - | - |
| Stage 2 | 160 | 0 | - | 467 | 550 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | ~ 37 | - | 575 | 14 | 49 | 517 | 986 | - | - | 1002 | - | - |
| Mov Cap-2 Maneuver | 81 | - | - | 14 | 49 | - | - | - | - | - | - | - |
| Stage 1 | 326 | - | - | 121 | 141 | - | - | - | - | - | - | - |
| Stage 2 | 100 | - | - | 190 | 549 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|----|-----|----|
| HCM Control Delay, s | 27.6 | 0 | 4.2 | 0 |
| HCM LOS | D | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|------|-----|-----|
| Capacity (veh/h) | 986 | - | - | 81 | 575 | - | 1002 | - | - |
| HCM Lane V/C Ratio | 0.377 | - | - | 0.518 | 0.593 | - | - | - | - |
| HCM Control Delay (s) | 10.8 | - | - | 89.7 | 20 | 0 | 0 | - | - |
| HCM Lane LOS | B | - | - | F | C | A | A | - | - |
| HCM 95th %tile Q(veh) | 1.8 | - | - | 2.2 | 3.9 | - | 0 | - | - |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 2: US 101 & Private Dwy./Munsel Lake Road

01/23/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 75.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | ↕ | ↕ | ↕ | | ↕ | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 6 | 216 | 0 | 181 | 4 | 759 | 203 | 184 | 598 | 1 |
| Future Vol, veh/h | 0 | 0 | 6 | 216 | 0 | 181 | 4 | 759 | 203 | 184 | 598 | 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 | 232 | 0 | 195 | 4 | 816 | 218 | 198 | 643 | 1 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 2072 | 2083 | 645 | 1976 | 1974 | 925 | 645 | 0 | 0 | 1034 | 0 | 0 |
| Stage 1 | 1041 | 1041 | - | 933 | 933 | - | - | - | - | - | - | - |
| Stage 2 | 1031 | 1042 | - | 1043 | 1041 | - | - | - | - | - | - | - |
| 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 | 40 | 54 | 421 | ~38 | 63 | 298 | 672 | - | - | 537 | - | - |
| Stage 1 | 280 | 310 | - | 281 | 348 | - | - | - | - | - | - | - |
| Stage 2 | 284 | 309 | - | 243 | 310 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 10 | 34 | 421 | ~27 | 40 | 298 | 671 | - | - | 537 | - | - |
| Mov Cap-2 Maneuver | ~161 | 78 | - | ~99 | 129 | - | - | - | - | - | - | - |
| Stage 1 | 278 | 195 | - | 279 | 346 | - | - | - | - | - | - | - |
| Stage 2 | 98 | 307 | - | ~151 | 195 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|----------|----|-----|
| HCM Control Delay, s | 13.7 | \$ 400.5 | 0 | 3.7 |
| HCM LOS | B | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 671 | - | - | 421 | 99 | 298 | 537 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | - | 0.015 | 2.346 | 0.653 | 0.368 | - | - |
| HCM Control Delay (s) | 10.4 | - | - | 13.7 | 704.9 | 37.2 | 15.6 | - | - |
| HCM Lane LOS | B | - | - | B | F | E | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 20.8 | 4.2 | 1.7 | - | - |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
3: US 101 & 46th St

01/23/2023

| 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 | 64 | 1 | 133 | 0 | 0 | 1 | 102 | 877 | 0 | 0 | 695 | 97 |
| Future Vol, veh/h | 64 | 1 | 133 | 0 | 0 | 1 | 102 | 877 | 0 | 0 | 695 | 97 |
| 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 | - | 200 |
| Veh in Median Storage, # | - | 1 | - | - | 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 | 67 | 1 | 139 | 0 | 0 | 1 | 106 | 914 | 0 | 0 | 724 | 101 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|---------|--------|------|----------|-----|--------|---|---|-----|---|---|
| Conflicting Flow All | 1853 | 1852 | 364 | 1489 | 1953 | 914 | 827 | 0 | 0 | 914 | 0 | 0 |
| Stage 1 | 726 | 726 | - | 1126 | 1126 | - | - | - | - | - | - | - |
| Stage 2 | 1127 | 1126 | - | 363 | 827 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.825 | 6.5 | 7.155 | 7.3 | 6.5 | 6.2 | 4.355 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 7.025 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.625 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.8325 | 4.34615 | 3.5 | 4 | 3.323615 | - | - | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | ~ 38 | 75 | 598 | 95 | 65 | 334 | 726 | - | - | 754 | - | - |
| Stage 1 | 327 | 433 | - | 251 | 282 | - | - | - | - | - | - | - |
| Stage 2 | 203 | 282 | - | 634 | 389 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | ~ 34 | 64 | 597 | 65 | 55 | 334 | 725 | - | - | 754 | - | - |
| Mov Cap-2 Maneuver | 112 | 168 | - | 65 | 55 | - | - | - | - | - | - | - |
| Stage 1 | 279 | 432 | - | 214 | 241 | - | - | - | - | - | - | - |
| Stage 2 | 173 | 241 | - | 486 | 388 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|------|--|-----|--|----|--|
| HCM Control Delay, s | 33.4 | | 15.8 | | 1.1 | | 0 | |
| HCM LOS | D | | C | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|-----|
| Capacity (veh/h) | 725 | - | - | 112 | 597 | 334 | 754 | - | - |
| HCM Lane V/C Ratio | 0.147 | - | - | 0.595 | 0.232 | 0.003 | - | - | - |
| HCM Control Delay (s) | 10.8 | - | - | 76.1 | 12.8 | 15.8 | 0 | - | - |
| HCM Lane LOS | B | - | - | F | B | C | A | - | - |
| HCM 95th %tile Q(veh) | 0.5 | - | - | 2.9 | 0.9 | 0 | 0 | - | - |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM Signalized Intersection Capacity Analysis

4: US 101 & 35th Street

01/23/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|-------|------|------|------|------|------|-------|------|------|-------|-------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | ↖ | ↕ | | ↖ | ↗ | |
| Traffic Volume (vph) | 151 | 75 | 149 | 32 | 51 | 35 | 107 | 869 | 43 | 42 | 808 | 121 |
| Future Volume (vph) | 151 | 75 | 149 | 32 | 51 | 35 | 107 | 869 | 43 | 42 | 808 | 121 |
| Ideal Flow (vphpl) | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 |
| 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 | 0.90 | | 1.00 | 0.94 | | 1.00 | 0.99 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1330 | 1244 | | 1163 | 1315 | | 1341 | 2720 | | 1539 | 2592 | |
| Flt Permitted | 0.70 | 1.00 | | 0.44 | 1.00 | | 0.18 | 1.00 | | 0.25 | 1.00 | |
| Satd. Flow (perm) | 975 | 1244 | | 540 | 1315 | | 257 | 2720 | | 397 | 2592 | |
| 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) | 164 | 82 | 162 | 35 | 55 | 38 | 116 | 945 | 47 | 46 | 878 | 132 |
| RTOR Reduction (vph) | 0 | 58 | 0 | 0 | 20 | 0 | 0 | 3 | 0 | 0 | 11 | 0 |
| Lane Group Flow (vph) | 164 | 186 | 0 | 35 | 73 | 0 | 116 | 989 | 0 | 46 | 999 | 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) | 20.4 | 20.4 | | 20.4 | 20.4 | | 54.4 | 46.7 | | 46.2 | 42.6 | |
| Effective Green, g (s) | 20.4 | 20.4 | | 20.4 | 20.4 | | 54.4 | 46.7 | | 46.2 | 42.6 | |
| Actuated g/C Ratio | 0.24 | 0.24 | | 0.24 | 0.24 | | 0.64 | 0.55 | | 0.55 | 0.50 | |
| 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) | 234 | 299 | | 130 | 316 | | 263 | 1499 | | 265 | 1303 | |
| v/s Ratio Prot | | 0.15 | | | 0.06 | | c0.04 | 0.36 | | 0.01 | c0.39 | |
| v/s Ratio Perm | c0.17 | | | 0.06 | | | 0.24 | | | 0.09 | | |
| v/c Ratio | 0.70 | 0.62 | | 0.27 | 0.23 | | 0.44 | 0.66 | | 0.17 | 0.77 | |
| Uniform Delay, d1 | 29.4 | 28.7 | | 26.1 | 25.9 | | 8.3 | 13.4 | | 9.3 | 17.0 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 8.5 | 3.5 | | 0.8 | 0.3 | | 0.9 | 1.4 | | 0.2 | 3.3 | |
| Delay (s) | 37.8 | 32.2 | | 26.9 | 26.1 | | 9.1 | 14.8 | | 9.5 | 20.3 | |
| Level of Service | D | C | | C | C | | A | B | | A | C | |
| Approach Delay (s) | | 34.5 | | | 26.3 | | | 14.2 | | | 19.8 | |
| Approach LOS | | C | | | C | | | B | | | B | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 20.0 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.71 | | |
| Actuated Cycle Length (s) | 84.7 | Sum of lost time (s) | 14.0 |
| Intersection Capacity Utilization | 69.5% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

HCM 6th Signalized Intersection Summary
 4: US 101 & 35th Street

01/23/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | ↖ | ↕ | | ↖ | ↗ | |
| Traffic Volume (veh/h) | 151 | 75 | 149 | 32 | 51 | 35 | 107 | 869 | 43 | 42 | 808 | 121 |
| Future Volume (veh/h) | 151 | 75 | 149 | 32 | 51 | 35 | 107 | 869 | 43 | 42 | 808 | 121 |
| 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 | 1409 | 1532 | 1313 | 1163 | 1313 | 1586 | 1422 | 1463 | 1395 | 1641 | 1409 | 1368 |
| Adj Flow Rate, veh/h | 164 | 82 | 162 | 35 | 55 | 38 | 116 | 945 | 47 | 46 | 878 | 132 |
| 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 | 281 | 111 | 219 | 150 | 173 | 119 | 280 | 1482 | 74 | 307 | 1210 | 182 |
| Arrive On Green | 0.24 | 0.24 | 0.24 | 0.24 | 0.24 | 0.24 | 0.06 | 0.55 | 0.55 | 0.03 | 0.52 | 0.52 |
| Sat Flow, veh/h | 1066 | 460 | 908 | 767 | 716 | 495 | 1355 | 2695 | 134 | 1563 | 2325 | 350 |
| Grp Volume(v), veh/h | 164 | 0 | 244 | 35 | 0 | 93 | 116 | 487 | 505 | 46 | 505 | 505 |
| Grp Sat Flow(s),veh/h/ln | 1066 | 0 | 1368 | 767 | 0 | 1211 | 1355 | 1390 | 1439 | 1563 | 1338 | 1336 |
| Q Serve(g_s), s | 11.8 | 0.0 | 13.0 | 3.5 | 0.0 | 5.0 | 3.1 | 19.2 | 19.2 | 1.1 | 23.0 | 23.0 |
| Cycle Q Clear(g_c), s | 16.8 | 0.0 | 13.0 | 16.5 | 0.0 | 5.0 | 3.1 | 19.2 | 19.2 | 1.1 | 23.0 | 23.0 |
| Prop In Lane | 1.00 | | 0.66 | 1.00 | | 0.41 | 1.00 | | 0.09 | 1.00 | | 0.26 |
| Lane Grp Cap(c), veh/h | 281 | 0 | 330 | 150 | 0 | 292 | 280 | 764 | 791 | 307 | 696 | 695 |
| V/C Ratio(X) | 0.58 | 0.00 | 0.74 | 0.23 | 0.00 | 0.32 | 0.41 | 0.64 | 0.64 | 0.15 | 0.73 | 0.73 |
| Avail Cap(c_a), veh/h | 293 | 0 | 346 | 159 | 0 | 306 | 539 | 1055 | 1092 | 652 | 1015 | 1014 |
| 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 | 31.6 | 0.0 | 27.7 | 35.3 | 0.0 | 24.7 | 12.0 | 12.3 | 12.3 | 10.1 | 14.6 | 14.6 |
| Incr Delay (d2), s/veh | 2.3 | 0.0 | 7.4 | 0.6 | 0.0 | 0.5 | 0.7 | 1.9 | 1.8 | 0.2 | 3.1 | 3.1 |
| 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 | 3.1 | 0.0 | 4.8 | 0.7 | 0.0 | 1.4 | 0.9 | 5.7 | 5.9 | 0.3 | 6.8 | 6.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 33.9 | 0.0 | 35.1 | 35.9 | 0.0 | 25.1 | 12.8 | 14.2 | 14.2 | 10.3 | 17.7 | 17.7 |
| LnGrp LOS | C | A | D | D | A | C | B | B | B | B | B | B |
| Approach Vol, veh/h | | 408 | | | 128 | | | 1108 | | | 1056 | |
| Approach Delay, s/veh | | 34.6 | | | 28.1 | | | 14.1 | | | 17.4 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9.4 | 46.2 | | 23.6 | 7.0 | 48.5 | | 23.6 | | | | |
| 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 | 5.1 | 25.0 | | 18.5 | 3.1 | 21.2 | | 18.8 | | | | |
| Green Ext Time (p_c), s | 0.2 | 16.1 | | 0.1 | 0.1 | 16.3 | | 0.3 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 19.1 |
| HCM 6th LOS | B |

Notes

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

HCM 6th TWSC
5: US 101 & 30th Street

01/23/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | ↕ | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 3 | 2 | 22 | 2 | 0 | 10 | 27 | 1045 | 10 | 0 | 1036 | 1 |
| Future Vol, veh/h | 3 | 2 | 22 | 2 | 0 | 10 | 27 | 1045 | 10 | 0 | 1036 | 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 | 11 | 29 | 1136 | 11 | 0 | 1126 | 1 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|------|--------|------|--------|------|------|--------|---|------|---|---|
| Conflicting Flow All | 1754 | 2335 | 565 | 1766 | 2330 | 576 | 1128 | 0 | 0 | 1149 | 0 | 0 |
| Stage 1 | 1128 | 1128 | - | 1202 | 1202 | - | - | - | - | - | - | - |
| Stage 2 | 626 | 1207 | - | 564 | 1128 | - | - | - | - | - | - | - |
| 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 | 39 | 19 | 427 | 54 | 38 | 431 | 604 | - | - | 615 | - | - |
| Stage 1 | 171 | 195 | - | 199 | 260 | - | - | - | - | - | - | - |
| Stage 2 | 371 | 175 | - | 483 | 282 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 37 | 18 | 427 | 44 | 36 | 430 | 603 | - | - | 614 | - | - |
| Mov Cap-2 Maneuver | 37 | 18 | - | 44 | 36 | - | - | - | - | - | - | - |
| Stage 1 | 163 | 195 | - | 189 | 247 | - | - | - | - | - | - | - |
| Stage 2 | 344 | 166 | - | 451 | 282 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | | SB | | |
|----------------------|------|--|------|--|-----|--|--|----|--|--|
| HCM Control Delay, s | 48.7 | | 27.2 | | 0.3 | | | 0 | | |
| HCM LOS | E | | D | | | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-----|-----|-----|
| Capacity (veh/h) | 603 | - | - | 111 | 175 | 614 | - | - |
| HCM Lane V/C Ratio | 0.049 | - | - | 0.264 | 0.075 | - | - | - |
| HCM Control Delay (s) | 11.3 | - | - | 48.7 | 27.2 | 0 | - | - |
| HCM Lane LOS | B | - | - | E | D | A | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 1 | 0.2 | 0 | - | - |

HCM 6th TWSC
6: US 101 & 27th Street

01/23/2023

| 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 | 24 | 30 | 1065 | 2 | 14 | 1030 | 21 |
| Future Vol, veh/h | 15 | 0 | 40 | 1 | 0 | 24 | 30 | 1065 | 2 | 14 | 1030 | 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 | 26 | 32 | 1133 | 2 | 15 | 1096 | 22 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|------|--------|------|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | 1769 | 2338 | 560 | 1777 | 2348 | 569 | 1119 | 0 | 0 | 1136 | 0 | 0 |
| Stage 1 | 1138 | 1138 | - | 1199 | 1199 | - | - | - | - | - | - | - |
| Stage 2 | 631 | 1200 | - | 578 | 1149 | - | - | - | - | - | - | - |
| 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 | 43 | 37 | 403 | 53 | 37 | 411 | 535 | - | - | 440 | - | - |
| Stage 1 | 185 | 279 | - | 200 | 261 | - | - | - | - | - | - | - |
| Stage 2 | 392 | 261 | - | 474 | 275 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 37 | 34 | 403 | 44 | 34 | 411 | 534 | - | - | 440 | - | - |
| Mov Cap-2 Maneuver | 119 | 129 | - | 132 | 125 | - | - | - | - | - | - | - |
| Stage 1 | 174 | 269 | - | 188 | 245 | - | - | - | - | - | - | - |
| Stage 2 | 346 | 245 | - | 409 | 265 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|------|--|-----|--|-----|--|
| HCM Control Delay, s | 24.3 | | 15.2 | | 0.3 | | 0.2 | |
| HCM LOS | C | | C | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|------------|------|-------|-----|
| Capacity (veh/h) | 534 | - | - | 244 | 379 | 440 | - |
| HCM Lane V/C Ratio | 0.06 | - | - | 0.24 | 0.07 | 0.034 | - |
| HCM Control Delay (s) | 12.2 | - | - | 24.3 | 15.2 | 13.5 | - |
| HCM Lane LOS | B | - | - | C | C | B | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.9 | 0.2 | 0.1 | - |

HCM 6th TWSC
7: US 101 & 15th Street

01/23/2023

| 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 | 34 | 4 | 22 | 17 | 4 | 22 | 32 | 1125 | 11 | 21 | 1056 | 36 |
| Future Vol, veh/h | 34 | 4 | 22 | 17 | 4 | 22 | 32 | 1125 | 11 | 21 | 1056 | 36 |
| 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 | 36 | 4 | 23 | 18 | 4 | 23 | 34 | 1184 | 12 | 22 | 1112 | 38 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|------|--------|------|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | 1843 | 2444 | 577 | 1863 | 2457 | 605 | 1152 | 0 | 0 | 1199 | 0 | 0 |
| Stage 1 | 1177 | 1177 | - | 1261 | 1261 | - | - | - | - | - | - | - |
| Stage 2 | 666 | 1267 | - | 602 | 1196 | - | - | - | - | - | - | - |
| 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 | 38 | 12 | 440 | 27 | 31 | 329 | 478 | - | - | 510 | - | - |
| Stage 1 | 176 | 161 | - | 125 | 244 | - | - | - | - | - | - | - |
| Stage 2 | 375 | 141 | - | 359 | 262 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | ~ 31 | 11 | 439 | 22 | 27 | 327 | 477 | - | - | 509 | - | - |
| Mov Cap-2 Maneuver | 109 | 63 | - | 83 | 113 | - | - | - | - | - | - | - |
| Stage 1 | 163 | 154 | - | 116 | 226 | - | - | - | - | - | - | - |
| Stage 2 | 316 | 131 | - | 316 | 250 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|------|--|-----|--|-----|--|
| HCM Control Delay, s | 49.8 | | 42.5 | | 0.4 | | 0.2 | |
| HCM LOS | E | | E | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h) | 477 | - | - | 141 | 140 | 509 | - |
| HCM Lane V/C Ratio | 0.071 | - | - | 0.448 | 0.323 | 0.043 | - |
| HCM Control Delay (s) | 13.1 | - | - | 49.8 | 42.5 | 12.4 | - |
| HCM Lane LOS | B | - | - | E | E | B | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 2 | 1.3 | 0.1 | - |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM Signalized Intersection Capacity Analysis

8: US 101 & 9th Street/OR 126

01/23/2023

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
|-----------------------------------|-------|-------|-------|-------|------|------|------|-------|-------|-------|------|---------------------------|------|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (vph) | 154 | 138 | 33 | 199 | 102 | 181 | 50 | 712 | 164 | 216 | 741 | 75 | |
| Future Volume (vph) | 154 | 138 | 33 | 199 | 102 | 181 | 50 | 712 | 164 | 216 | 741 | 75 | |
| Ideal Flow (vphpl) | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | |
| Total Lost time (s) | 4.5 | 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 | 0.95 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.99 | 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 | 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 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 0.98 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | |
| Satd. Flow (prot) | 1446 | 1391 | | 1206 | 1336 | 1220 | 1299 | 2748 | 1097 | 1289 | 2697 | 2697 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 0.98 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | |
| Satd. Flow (perm) | 1446 | 1391 | | 1206 | 1336 | 1220 | 1299 | 2748 | 1097 | 1289 | 2697 | 2697 | |
| 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) | 160 | 144 | 34 | 207 | 106 | 189 | 52 | 742 | 171 | 225 | 772 | 78 | |
| RTOR Reduction (vph) | 0 | 5 | 0 | 0 | 0 | 158 | 0 | 0 | 39 | 0 | 4 | 0 | |
| Lane Group Flow (vph) | 160 | 173 | 0 | 153 | 160 | 31 | 52 | 742 | 132 | 225 | 846 | 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 | Split | NA | | Split | NA | Perm | Prot | NA | pm+ov | Prot | NA | | |
| Protected Phases | 8 | 8 | | 4 | 4 | | 1 | 6 | 4 | 5 | 2 | | |
| Permitted Phases | | | | | | 4 | | | 6 | | | | |
| Actuated Green, G (s) | 22.8 | 22.8 | | 23.0 | 23.0 | 23.0 | 8.6 | 44.1 | 67.1 | 31.3 | 66.8 | | |
| Effective Green, g (s) | 22.8 | 22.8 | | 23.0 | 23.0 | 23.0 | 8.6 | 44.1 | 67.1 | 31.3 | 66.8 | | |
| Actuated g/C Ratio | 0.16 | 0.16 | | 0.17 | 0.17 | 0.17 | 0.06 | 0.32 | 0.48 | 0.22 | 0.48 | | |
| 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 | 2.5 | 1.5 | 2.0 | | |
| Lane Grp Cap (vph) | 236 | 227 | | 199 | 220 | 201 | 80 | 870 | 564 | 289 | 1294 | | |
| v/s Ratio Prot | 0.11 | c0.12 | | c0.13 | 0.12 | | 0.04 | c0.27 | 0.04 | c0.17 | 0.31 | | |
| v/s Ratio Perm | | | | | | 0.03 | | | 0.08 | | | | |
| v/c Ratio | 0.68 | 0.76 | | 0.77 | 0.73 | 0.16 | 0.65 | 0.85 | 0.23 | 0.78 | 0.65 | | |
| Uniform Delay, d1 | 54.7 | 55.6 | | 55.6 | 55.1 | 49.8 | 63.8 | 44.5 | 21.0 | 50.7 | 27.4 | | |
| 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 | 6.8 | 13.4 | | 15.6 | 10.7 | 0.3 | 13.5 | 7.8 | 0.2 | 11.4 | 0.9 | | |
| Delay (s) | 61.6 | 69.1 | | 71.2 | 65.8 | 50.0 | 77.3 | 52.3 | 21.2 | 62.1 | 28.4 | | |
| Level of Service | E | E | | E | E | D | E | D | C | E | C | | |
| Approach Delay (s) | | 65.5 | | | 61.5 | | | 48.2 | | | 35.4 | | |
| Approach LOS | | E | | | E | | | D | | | D | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 47.8 | | | | | | | | | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | | | 0.80 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 139.2 | | | | | | | | | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | | | 72.8% | | | | | | | | | ICU Level of Service | C |
| Analysis Period (min) | | | 15 | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | |

HCM 6th Signalized Intersection Summary

8: US 101 & 9th Street/OR 126

01/23/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | ↖ | ↖ | ↑↑ | ↖ | ↖ | ↗ | ↗ |
| Traffic Volume (veh/h) | 154 | 138 | 33 | 199 | 102 | 181 | 50 | 712 | 164 | 216 | 741 | 75 |
| Future Volume (veh/h) | 154 | 138 | 33 | 199 | 102 | 181 | 50 | 712 | 164 | 216 | 741 | 75 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | | 1.00 | 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 | 1545 | 1450 | 1463 | 1327 | 1504 | 1477 | 1368 | 1463 | 1286 | 1354 | 1450 | 1559 |
| Adj Flow Rate, veh/h | 160 | 144 | 34 | 156 | 177 | 0 | 52 | 742 | 171 | 225 | 772 | 78 |
| 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 |
| Percent Heavy Veh, % | 15 | 22 | 21 | 31 | 18 | 20 | 28 | 21 | 34 | 29 | 22 | 14 |
| Cap, veh/h | 239 | 183 | 43 | 198 | 236 | | 60 | 869 | 510 | 247 | 1155 | 117 |
| Arrive On Green | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.00 | 0.05 | 0.31 | 0.31 | 0.19 | 0.46 | 0.46 |
| Sat Flow, veh/h | 1472 | 1132 | 267 | 1264 | 1504 | 1252 | 1303 | 2780 | 1086 | 1290 | 2519 | 254 |
| Grp Volume(v), veh/h | 160 | 0 | 178 | 156 | 177 | 0 | 52 | 742 | 171 | 225 | 422 | 428 |
| Grp Sat Flow(s),veh/h/ln | 1472 | 0 | 1399 | 1264 | 1504 | 1252 | 1303 | 1390 | 1086 | 1290 | 1377 | 1396 |
| Q Serve(g_s), s | 10.4 | 0.0 | 12.5 | 12.1 | 11.5 | 0.0 | 4.0 | 25.5 | 10.1 | 17.4 | 24.4 | 24.4 |
| Cycle Q Clear(g_c), s | 10.4 | 0.0 | 12.5 | 12.1 | 11.5 | 0.0 | 4.0 | 25.5 | 10.1 | 17.4 | 24.4 | 24.4 |
| Prop In Lane | 1.00 | | 0.19 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.18 |
| Lane Grp Cap(c), veh/h | 239 | 0 | 227 | 198 | 236 | | 60 | 869 | 510 | 247 | 631 | 640 |
| V/C Ratio(X) | 0.67 | 0.00 | 0.78 | 0.79 | 0.75 | | 0.87 | 0.85 | 0.34 | 0.91 | 0.67 | 0.67 |
| Avail Cap(c_a), veh/h | 505 | 0 | 480 | 434 | 516 | | 256 | 1636 | 810 | 380 | 811 | 822 |
| 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 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 40.2 | 0.0 | 41.0 | 41.3 | 41.0 | 0.0 | 48.3 | 32.9 | 17.0 | 40.3 | 21.6 | 21.6 |
| Incr Delay (d2), s/veh | 2.4 | 0.0 | 4.4 | 5.1 | 3.5 | 0.0 | 13.1 | 1.0 | 0.1 | 13.8 | 0.7 | 0.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.9 | 0.0 | 4.5 | 4.0 | 4.4 | 0.0 | 1.5 | 8.5 | 3.4 | 6.4 | 7.7 | 7.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 42.6 | 0.0 | 45.4 | 46.4 | 44.6 | 0.0 | 61.5 | 33.8 | 17.2 | 54.1 | 22.2 | 22.2 |
| LnGrp LOS | D | A | D | D | D | | E | C | B | D | C | C |
| Approach Vol, veh/h | | 338 | | | 333 | A | | 965 | | | 1075 | |
| Approach Delay, s/veh | | 44.1 | | | 45.4 | | | 32.4 | | | 28.9 | |
| Approach LOS | | D | | | D | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9.2 | 51.2 | | 20.5 | 24.0 | 36.4 | | 21.0 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | 20.0 | 60.0 | | 35.0 | 30.0 | 60.0 | | 35.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 6.0 | 26.4 | | 14.1 | 19.4 | 27.5 | | 14.5 | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.0 | | 1.1 | 0.2 | 4.3 | | 1.1 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 34.1 |
| HCM 6th LOS | C |

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis

9: US 101 & Rhododendron Drive

01/23/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|-------|------|------|------|------|-------|------|------|-------|-------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↗ | ↕↗ | | ↗ | ↕↗ | |
| Traffic Volume (vph) | 70 | 5 | 37 | 11 | 3 | 14 | 27 | 824 | 3 | 10 | 836 | 54 |
| Future Volume (vph) | 70 | 5 | 37 | 11 | 3 | 14 | 27 | 824 | 3 | 10 | 836 | 54 |
| Ideal Flow (vphpl) | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 |
| 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 | |
| Frbp, ped/bikes | | 1.00 | | | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | | 0.99 | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | | 0.95 | | | 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) | | 1273 | | | 1319 | | 1351 | 2725 | | 1495 | 2559 | |
| Flt Permitted | | 0.79 | | | 0.88 | | 0.24 | 1.00 | | 0.29 | 1.00 | |
| Satd. Flow (perm) | | 1040 | | | 1190 | | 347 | 2725 | | 453 | 2559 | |
| 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) | 75 | 5 | 40 | 12 | 3 | 15 | 29 | 886 | 3 | 11 | 899 | 58 |
| RTOR Reduction (vph) | 0 | 14 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| Lane Group Flow (vph) | 0 | 106 | 0 | 0 | 18 | 0 | 29 | 889 | 0 | 11 | 953 | 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) | | 13.1 | | | 13.1 | | 41.1 | 39.2 | | 39.1 | 38.2 | |
| Effective Green, g (s) | | 13.1 | | | 13.1 | | 41.1 | 39.2 | | 39.1 | 38.2 | |
| Actuated g/C Ratio | | 0.19 | | | 0.19 | | 0.61 | 0.58 | | 0.58 | 0.57 | |
| 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) | | 202 | | | 231 | | 240 | 1589 | | 277 | 1454 | |
| v/s Ratio Prot | | | | | | | c0.00 | 0.33 | | 0.00 | c0.37 | |
| v/s Ratio Perm | | c0.10 | | | 0.02 | | 0.07 | | | 0.02 | | |
| v/c Ratio | | 0.53 | | | 0.08 | | 0.12 | 0.56 | | 0.04 | 0.66 | |
| Uniform Delay, d1 | | 24.3 | | | 22.1 | | 5.6 | 8.7 | | 6.0 | 10.0 | |
| Progression Factor | | 1.00 | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 1.9 | | | 0.1 | | 0.2 | 0.6 | | 0.0 | 1.3 | |
| Delay (s) | | 26.2 | | | 22.2 | | 5.8 | 9.3 | | 6.1 | 11.3 | |
| Level of Service | | C | | | C | | A | A | | A | B | |
| Approach Delay (s) | | 26.2 | | | 22.2 | | | 9.2 | | | 11.2 | |
| Approach LOS | | C | | | C | | | A | | | B | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 11.3 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.60 | | |
| Actuated Cycle Length (s) | 67.2 | Sum of lost time (s) | 14.0 |
| Intersection Capacity Utilization | 47.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

HCM 6th Signalized Intersection Summary
 9: US 101 & Rhododendron Drive

01/23/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↕ | ↕ | | ↕ | ↕ | |
| Traffic Volume (veh/h) | 70 | 5 | 37 | 11 | 3 | 14 | 27 | 824 | 3 | 10 | 836 | 54 |
| Future Volume (veh/h) | 70 | 5 | 37 | 11 | 3 | 14 | 27 | 824 | 3 | 10 | 836 | 54 |
| 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 | 0.99 | | 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 | 1463 | 1204 | 1286 | 1204 | 1750 | 1641 | 1436 | 1450 | 1750 | 1600 | 1354 | 1450 |
| Adj Flow Rate, veh/h | 75 | 5 | 40 | 12 | 3 | 15 | 29 | 886 | 3 | 11 | 899 | 58 |
| 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 | 197 | 22 | 59 | 168 | 58 | 140 | 304 | 1604 | 5 | 357 | 1359 | 88 |
| Arrive On Green | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.03 | 0.57 | 0.57 | 0.01 | 0.56 | 0.56 |
| Sat Flow, veh/h | 541 | 122 | 332 | 459 | 328 | 787 | 1368 | 2816 | 10 | 1524 | 2448 | 158 |
| Grp Volume(v), veh/h | 120 | 0 | 0 | 30 | 0 | 0 | 29 | 433 | 456 | 11 | 472 | 485 |
| Grp Sat Flow(s),veh/h/ln | 995 | 0 | 0 | 1573 | 0 | 0 | 1368 | 1377 | 1448 | 1524 | 1286 | 1319 |
| Q Serve(g_s), s | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 11.5 | 11.5 | 0.2 | 15.0 | 15.0 |
| Cycle Q Clear(g_c), s | 6.5 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.5 | 11.5 | 11.5 | 0.2 | 15.0 | 15.0 |
| Prop In Lane | 0.62 | | 0.33 | 0.40 | | 0.50 | 1.00 | | 0.01 | 1.00 | | 0.12 |
| Lane Grp Cap(c), veh/h | 278 | 0 | 0 | 367 | 0 | 0 | 304 | 785 | 825 | 357 | 714 | 732 |
| V/C Ratio(X) | 0.43 | 0.00 | 0.00 | 0.08 | 0.00 | 0.00 | 0.10 | 0.55 | 0.55 | 0.03 | 0.66 | 0.66 |
| Avail Cap(c_a), veh/h | 440 | 0 | 0 | 606 | 0 | 0 | 740 | 1777 | 1868 | 864 | 1660 | 1702 |
| 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 | 22.2 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 7.3 | 7.9 | 7.9 | 6.5 | 9.1 | 9.1 |
| Incr Delay (d2), s/veh | 0.8 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 1.0 | 1.0 | 0.0 | 1.8 | 1.8 |
| 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 | 1.5 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.1 | 2.8 | 2.9 | 0.0 | 3.6 | 3.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 23.0 | 0.0 | 0.0 | 20.1 | 0.0 | 0.0 | 7.4 | 8.9 | 8.8 | 6.5 | 10.9 | 10.8 |
| LnGrp LOS | C | A | A | C | A | A | A | A | A | A | B | B |
| Approach Vol, veh/h | | 120 | | | 30 | | | 918 | | | 968 | |
| Approach Delay, s/veh | | 23.0 | | | 20.1 | | | 8.8 | | | 10.8 | |
| Approach LOS | | C | | | C | | | A | | | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 6.0 | 37.3 | | 14.9 | 5.2 | 38.1 | | 14.9 | | | | |
| 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 | 2.5 | 17.0 | | 2.9 | 2.2 | 13.5 | | 8.5 | | | | |
| Green Ext Time (p_c), s | 0.0 | 15.3 | | 0.1 | 0.0 | 13.5 | | 0.4 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 10.8 |
| HCM 6th LOS | B |

Notes

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

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | ↕ | ↕ | | | ↕ | | ↕ | ↕ | |
| Traffic Vol, veh/h | 2 | 0 | 11 | 8 | 0 | 16 | 0 | 696 | 19 | 13 | 858 | 3 |
| Future Vol, veh/h | 2 | 0 | 11 | 8 | 0 | 16 | 0 | 696 | 19 | 13 | 858 | 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 | 8 | 0 | 16 | 0 | 710 | 19 | 13 | 876 | 3 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|------|--------|------|--------|-----|-----|--------|---|-----|---|---|
| Conflicting Flow All | 1260 | 1639 | 447 | 1195 | 1631 | 370 | 880 | 0 | 0 | 734 | 0 | 0 |
| Stage 1 | 905 | 905 | - | 725 | 725 | - | - | - | - | - | - | - |
| Stage 2 | 355 | 734 | - | 470 | 906 | - | - | - | - | - | - | - |
| 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 | 129 | 101 | 489 | 126 | 103 | 605 | 777 | - | - | 657 | - | - |
| Stage 1 | 302 | 358 | - | 350 | 433 | - | - | - | - | - | - | - |
| Stage 2 | 641 | 429 | - | 505 | 358 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 123 | 98 | 486 | 120 | 100 | 602 | 776 | - | - | 654 | - | - |
| Mov Cap-2 Maneuver | 123 | 98 | - | 120 | 100 | - | - | - | - | - | - | - |
| Stage 1 | 302 | 350 | - | 348 | 431 | - | - | - | - | - | - | - |
| Stage 2 | 624 | 427 | - | 481 | 350 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | | SB | | |
|----------------------|------|--|------|--|----|--|--|-----|--|--|
| HCM Control Delay, s | 16.2 | | 19.8 | | 0 | | | 0.2 | | |
| HCM LOS | C | | C | | | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|-----|-----|-----|-------|-------|-------|------|-----|-----|
| Capacity (veh/h) | 776 | - | - | 334 | 120 | 602 | 654 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.04 | 0.068 | 0.027 | 0.02 | - | - |
| HCM Control Delay (s) | 0 | - | - | 16.2 | 37.2 | 11.1 | 10.6 | - | - |
| HCM Lane LOS | A | - | - | C | E | B | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.2 | 0.1 | 0.1 | - | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 7.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↔ | | ↔ | ↔ | | | ↔ | ↔ | | ↔ | |
| Traffic Vol, veh/h | 17 | 480 | 30 | 99 | 480 | 17 | 32 | 34 | 101 | 8 | 7 | 6 |
| Future Vol, veh/h | 17 | 480 | 30 | 99 | 480 | 17 | 32 | 34 | 101 | 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 | 511 | 32 | 105 | 511 | 18 | 34 | 36 | 107 | 9 | 7 | 6 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|--------|--------|--------|--------|
| Conflicting Flow All | 529 | 0 | 0 | 543 | 0 | 0 | 1303 | 1302 | 272 | 1040 | 1309 | 523 |
| Stage 1 | - | - | - | - | - | - | 563 | 563 | - | 730 | 730 | - |
| Stage 2 | - | - | - | - | - | - | 740 | 739 | - | 310 | 579 | - |
| 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 | 941 | - | - | 929 | - | - | 102 | 136 | 665 | 159 | 133 | 518 |
| Stage 1 | - | - | - | - | - | - | 416 | 458 | - | 348 | 378 | - |
| Stage 2 | - | - | - | - | - | - | 348 | 376 | - | 596 | 448 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 941 | - | - | 929 | - | - | 85 | 117 | 665 | 91 | 115 | 517 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 85 | 117 | - | 91 | 115 | - |
| Stage 1 | - | - | - | - | - | - | 404 | 445 | - | 338 | 335 | - |
| Stage 2 | - | - | - | - | - | - | 297 | 334 | - | 446 | 435 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|----|--|--|
| HCM Control Delay, s | 0.4 | | | 1.6 | | | 47.3 | | | 38 | | |
| HCM LOS | | | | | | | E | | | E | | |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 99 | 665 | 941 | - | - | 929 | - | - | 131 |
| HCM Lane V/C Ratio | 0.709 | 0.162 | 0.019 | - | - | 0.113 | - | - | 0.171 |
| HCM Control Delay (s) | 102 | 11.5 | 8.9 | 0.1 | - | 9.4 | - | - | 38 |
| HCM Lane LOS | F | B | A | A | - | A | - | - | E |
| HCM 95th %tile Q(veh) | 3.6 | 0.6 | 0.1 | - | - | 0.4 | - | - | 0.6 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 114 | 480 | 0 | 0 | 494 | 51 | 0 | 0 | 0 | 36 | 3 | 108 |
| Future Vol, veh/h | 114 | 480 | 0 | 0 | 494 | 51 | 0 | 0 | 0 | 36 | 3 | 108 |
| 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 | 124 | 522 | 0 | 0 | 537 | 55 | 0 | 0 | 0 | 39 | 3 | 117 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|-----|--------|------|-------|
| Conflicting Flow All | 592 | 0 | 0 | 522 | 0 | 0 | 1395 | 1362 | 522 | 1335 | 1335 | 565 |
| Stage 1 | - | - | - | - | - | - | 770 | 770 | - | 565 | 565 | - |
| Stage 2 | - | - | - | - | - | - | 625 | 592 | - | 770 | 770 | - |
| 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 | 889 | - | - | 1055 | - | - | 120 | 149 | 559 | 119 | 155 | 490 |
| Stage 1 | - | - | - | - | - | - | 396 | 413 | - | 478 | 511 | - |
| Stage 2 | - | - | - | - | - | - | 476 | 497 | - | 366 | 413 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 889 | - | - | 1055 | - | - | 80 | 128 | 559 | 106 | 133 | 490 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 80 | 128 | - | 106 | 133 | - |
| Stage 1 | - | - | - | - | - | - | 341 | 356 | - | 412 | 511 | - |
| Stage 2 | - | - | - | - | - | - | 360 | 497 | - | 315 | 356 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|----|--|--|----|--|--|------|--|--|
| HCM Control Delay, s | 1.9 | | | 0 | | | 0 | | | 41.1 | | |
| HCM LOS | | | | | | | A | | | E | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | - | 889 | - | - | 1055 | - | - | 252 |
| HCM Lane V/C Ratio | - | 0.139 | - | - | - | - | - | 0.634 |
| HCM Control Delay (s) | 0 | 9.7 | - | - | 0 | - | - | 41.1 |
| HCM Lane LOS | A | A | - | - | A | - | - | E |
| HCM 95th %tile Q(veh) | - | 0.5 | - | - | 0 | - | - | 3.9 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.8 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↘ | ↗ | ↗ | ↘ | ↘ | ↘ |
| Traffic Vol, veh/h | 93 | 359 | 364 | 39 | 30 | 96 |
| Future Vol, veh/h | 93 | 359 | 364 | 39 | 30 | 96 |
| 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 | 99 | 382 | 387 | 41 | 32 | 102 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|------------|
| Conflicting Flow All | 428 | 0 | - | 0 | 967 387 |
| Stage 1 | - | - | - | - | 387 - |
| Stage 2 | - | - | - | - | 580 - |
| 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 | 963 | - | - | - | 232 615 |
| Stage 1 | - | - | - | - | 593 - |
| Stage 2 | - | - | - | - | 476 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 963 | - | - | - | 208 615 |
| Mov Cap-2 Maneuver | - | - | - | - | 208 - |
| Stage 1 | - | - | - | - | 532 - |
| Stage 2 | - | - | - | - | 476 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 1.9 | 0 | 15.2 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | 963 | - | - | - | 208 | 615 |
| HCM Lane V/C Ratio | 0.103 | - | - | - | 0.153 | 0.166 |
| HCM Control Delay (s) | 9.2 | - | - | - | 25.4 | 12 |
| HCM Lane LOS | A | - | - | - | D | B |
| HCM 95th %tile Q(veh) | 0.3 | - | - | - | 0.5 | 0.6 |

HCM 6th TWSC
14: Rhododendron Drive & 35th Street

01/23/2023

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 6.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 119 | 86 | 39 | 158 | 72 | 42 |
| Future Vol, veh/h | 119 | 86 | 39 | 158 | 72 | 42 |
| 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 | 140 | 101 | 46 | 186 | 85 | 49 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 362 | 141 | 0 | 0 | 232 |
| Stage 1 | 139 | - | - | - | - |
| Stage 2 | 223 | - | - | - | - |
| 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 | 614 | 886 | - | - | 1290 |
| Stage 1 | 859 | - | - | - | - |
| Stage 2 | 786 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 570 | 884 | - | - | 1290 |
| Mov Cap-2 Maneuver | 570 | - | - | - | - |
| Stage 1 | 859 | - | - | - | - |
| Stage 2 | 729 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 13.4 | 0 | 5 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|------|-------|
| Capacity (veh/h) | - | - | 670 | 1290 |
| HCM Lane V/C Ratio | - | - | 0.36 | 0.066 |
| HCM Control Delay (s) | - | - | 13.4 | 8 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 1.6 | 0.2 |

HCM 6th TWSC
15: Rhododendron Drive & 9th Street

01/23/2023

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 9.1 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 66 | 211 | 91 | 81 | 186 | 107 |
| Future Vol, veh/h | 66 | 211 | 91 | 81 | 186 | 107 |
| 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 | 74 | 237 | 102 | 91 | 209 | 120 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 686 | 150 | 0 | 0 | 193 |
| Stage 1 | 148 | - | - | - | - |
| Stage 2 | 538 | - | - | - | - |
| 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 | 356 | 821 | - | - | 1215 |
| Stage 1 | 787 | - | - | - | - |
| Stage 2 | 509 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 290 | 819 | - | - | 1215 |
| Mov Cap-2 Maneuver | 290 | - | - | - | - |
| Stage 1 | 787 | - | - | - | - |
| Stage 2 | 415 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 18.6 | 0 | 5.4 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 571 | 1215 |
| HCM Lane V/C Ratio | - | - | 0.545 | 0.172 |
| HCM Control Delay (s) | - | - | 18.6 | 8.6 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 3.3 | 0.6 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 8.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 14 | 0 | 82 | 0 | 85 | 9 | 87 | 91 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 14 | 0 | 82 | 0 | 85 | 9 | 87 | 91 | 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 | 16 | 0 | 92 | 0 | 96 | 10 | 98 | 102 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|------|--------|------|------|
| Conflicting Flow All | 92 | 0 | 0 | 1 | 0 | 0 | 130 | 125 | 6 | 137 | 79 | 46 |
| Stage 1 | - | - | - | - | - | - | 1 | 1 | - | 78 | 78 | - |
| Stage 2 | - | - | - | - | - | - | 129 | 124 | - | 59 | 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 | 1515 | - | - | 1558 | - | - | 847 | 742 | 1083 | 786 | 761 | 1029 |
| Stage 1 | - | - | - | - | - | - | 1027 | 870 | - | 879 | 778 | - |
| Stage 2 | - | - | - | - | - | - | 880 | 769 | - | 900 | 842 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1515 | - | - | 1558 | - | - | 753 | 734 | 1078 | 692 | 753 | 1029 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 753 | 734 | - | 692 | 753 | - |
| Stage 1 | - | - | - | - | - | - | 1027 | 870 | - | 879 | 769 | - |
| Stage 2 | - | - | - | - | - | - | 755 | 761 | - | 790 | 842 | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|-----|------|------|
| HCM Control Delay, s | 0 | 1.1 | 10.4 | 11.9 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 734 | 1078 | 1515 | - | - | 1558 | - | - | 722 |
| HCM Lane V/C Ratio | 0.13 | 0.009 | - | - | - | 0.01 | - | - | 0.277 |
| HCM Control Delay (s) | 10.6 | 8.4 | 0 | - | - | 7.3 | 0 | - | 11.9 |
| HCM Lane LOS | B | A | A | - | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.4 | 0 | 0 | - | - | 0 | - | - | 1.1 |

HCM 6th TWSC
17: Kingwood Street & 35th Street

01/23/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 8.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | ↖ | ↗ | | | ↕ | |
| Traffic Vol, veh/h | 3 | 244 | 66 | 91 | 225 | 22 | 103 | 11 | 122 | 16 | 14 | 10 |
| Future Vol, veh/h | 3 | 244 | 66 | 91 | 225 | 22 | 103 | 11 | 122 | 16 | 14 | 10 |
| 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 | 4 | 287 | 78 | 107 | 265 | 26 | 121 | 13 | 144 | 19 | 16 | 12 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-------|--------|-----|------|
| Conflicting Flow All | 291 | 0 | 0 | 366 | 0 | 0 | 842 | 840 | 327 | 905 | 866 | 279 |
| Stage 1 | - | - | - | - | - | - | 335 | 335 | - | 492 | 492 | - |
| Stage 2 | - | - | - | - | - | - | 507 | 505 | - | 413 | 374 | - |
| 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 | 1282 | - | - | 1119 | - | - | 259 | 304 | 658 | 177 | 206 | 658 |
| Stage 1 | - | - | - | - | - | - | 633 | 646 | - | 413 | 415 | - |
| Stage 2 | - | - | - | - | - | - | 508 | 544 | - | 461 | 477 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1282 | - | - | 1118 | - | - | 219 | 274 | 657 | 123 | 185 | 657 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 219 | 274 | - | 123 | 185 | - |
| Stage 1 | - | - | - | - | - | - | 630 | 643 | - | 412 | 375 | - |
| Stage 2 | - | - | - | - | - | - | 431 | 492 | - | 352 | 475 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|----|--|--|------|--|--|
| HCM Control Delay, s | 0.1 | | | 2.3 | | | 25 | | | 31.7 | | |
| HCM LOS | | | | | | | D | | | D | | |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 219 | 589 | 1282 | - | - | 1118 | - | - | 181 |
| HCM Lane V/C Ratio | 0.553 | 0.266 | 0.003 | - | - | 0.096 | - | - | 0.26 |
| HCM Control Delay (s) | 40.1 | 13.3 | 7.8 | - | - | 8.6 | - | - | 31.7 |
| HCM Lane LOS | E | B | A | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | 3 | 1.1 | 0 | - | - | 0.3 | - | - | 1 |

HCM 6th TWSC
18: Kingwood Street & 27th Street

01/23/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | ↕ | ↕ | | ↕ | ↕ | |
| Traffic Vol, veh/h | 1 | 2 | 11 | 22 | 0 | 20 | 6 | 123 | 33 | 17 | 95 | 1 |
| Future Vol, veh/h | 1 | 2 | 11 | 22 | 0 | 20 | 6 | 123 | 33 | 17 | 95 | 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 | 13 | 25 | 0 | 23 | 7 | 140 | 38 | 19 | 108 | 1 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-----|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 332 | 339 | 109 | 327 | 320 | 159 | 109 | 0 | 0 | 178 | 0 | 0 |
| Stage 1 | 147 | 147 | - | 173 | 173 | - | - | - | - | - | - | - |
| Stage 2 | 185 | 192 | - | 154 | 147 | - | - | - | - | - | - | - |
| 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 | 625 | 586 | 829 | 563 | 600 | 863 | 1309 | - | - | 1270 | - | - |
| Stage 1 | 860 | 779 | - | 752 | 760 | - | - | - | - | - | - | - |
| Stage 2 | 821 | 745 | - | 770 | 779 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 599 | 574 | 829 | 544 | 588 | 863 | 1309 | - | - | 1270 | - | - |
| Mov Cap-2 Maneuver | 599 | 574 | - | 544 | 588 | - | - | - | - | - | - | - |
| Stage 1 | 856 | 767 | - | 748 | 756 | - | - | - | - | - | - | - |
| Stage 2 | 795 | 741 | - | 745 | 767 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | | SB | | |
|----------------------|-----|--|------|--|-----|--|--|-----|--|--|
| HCM Control Delay, s | 9.8 | | 10.9 | | 0.3 | | | 1.2 | | |
| HCM LOS | A | | B | | | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h) | 1309 | - | - | 760 | 660 | 1270 | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.021 | 0.072 | 0.015 | - |
| HCM Control Delay (s) | 7.8 | - | - | 9.8 | 10.9 | 7.9 | - |
| HCM Lane LOS | A | - | - | A | B | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.2 | 0 | - |

HCM 6th TWSC
19: Kingwood Street & 15th Street

01/23/2023

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 42 | 28 | 142 | 50 | 27 | 137 |
| Future Vol, veh/h | 42 | 28 | 142 | 50 | 27 | 137 |
| 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 | 47 | 31 | 160 | 56 | 30 | 154 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 404 | 190 | 0 | 0 | 218 |
| Stage 1 | 190 | - | - | - | - |
| Stage 2 | 214 | - | - | - | - |
| 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 | 568 | 768 | - | - | 1212 |
| Stage 1 | 799 | - | - | - | - |
| Stage 2 | 779 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 552 | 767 | - | - | 1210 |
| Mov Cap-2 Maneuver | 552 | - | - | - | - |
| Stage 1 | 797 | - | - | - | - |
| Stage 2 | 758 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 11.6 | 0 | 1.3 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 622 | 1210 |
| HCM Lane V/C Ratio | - | - | 0.126 | 0.025 |
| HCM Control Delay (s) | - | - | 11.6 | 8.1 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0.1 |

HCM 6th TWSC
20: Kingwood Street & 9th Street

01/23/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 8.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 36 | 136 | 21 | 30 | 101 | 67 | 19 | 72 | 27 | 57 | 73 | 41 |
| Future Vol, veh/h | 36 | 136 | 21 | 30 | 101 | 67 | 19 | 72 | 27 | 57 | 73 | 41 |
| 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 | 40 | 151 | 23 | 33 | 112 | 74 | 21 | 80 | 30 | 63 | 81 | 46 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 187 | 0 | 0 | 176 | 0 | 0 | 524 | 498 | 168 | 517 | 472 | 150 |
| Stage 1 | - | - | - | - | - | - | 245 | 245 | - | 216 | 216 | - |
| Stage 2 | - | - | - | - | - | - | 279 | 253 | - | 301 | 256 | - |
| 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 | 1281 | - | - | 1278 | - | - | 418 | 444 | 829 | 416 | 458 | 871 |
| Stage 1 | - | - | - | - | - | - | 695 | 665 | - | 711 | 683 | - |
| Stage 2 | - | - | - | - | - | - | 665 | 659 | - | 637 | 655 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1280 | - | - | 1276 | - | - | 322 | 415 | 825 | 324 | 428 | 870 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 322 | 415 | - | 324 | 428 | - |
| Stage 1 | - | - | - | - | - | - | 669 | 640 | - | 685 | 663 | - |
| Stage 2 | - | - | - | - | - | - | 537 | 639 | - | 517 | 631 | - |

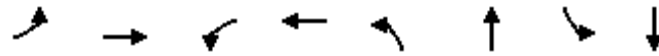
| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 1.5 | | | 1.2 | | | 16.4 | | | 19.6 | | |
| HCM LOS | | | | | | | C | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 445 | 1280 | - | - | 1276 | - | - | 434 |
| HCM Lane V/C Ratio | 0.295 | 0.031 | - | - | 0.026 | - | - | 0.438 |
| HCM Control Delay (s) | 16.4 | 7.9 | 0 | - | 7.9 | 0 | - | 19.6 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 1.2 | 0.1 | - | - | 0.1 | - | - | 2.2 |

Queues

4: US 101 & 35th Street

01/24/2023



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 164 | 244 | 35 | 93 | 116 | 992 | 46 | 1010 |
| v/c Ratio | 0.68 | 0.67 | 0.27 | 0.27 | 0.44 | 0.65 | 0.15 | 0.79 |
| Control Delay | 48.6 | 32.5 | 36.4 | 24.9 | 10.8 | 15.2 | 6.2 | 22.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 48.6 | 32.5 | 36.4 | 24.9 | 10.8 | 15.2 | 6.2 | 22.0 |
| Queue Length 50th (ft) | 76 | 77 | 15 | 27 | 20 | 193 | 8 | 210 |
| Queue Length 95th (ft) | #218 | #231 | 51 | 83 | 38 | 262 | 18 | 299 |
| Internal Link Dist (ft) | | 1885 | | 563 | | 1469 | | 3402 |
| Turn Bay Length (ft) | 125 | | 150 | | 150 | | 100 | |
| Base Capacity (vph) | 240 | 363 | 132 | 342 | 431 | 2007 | 536 | 1915 |
| 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 | 0.68 | 0.67 | 0.27 | 0.27 | 0.27 | 0.49 | 0.09 | 0.53 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

8: US 101 & 9th Street/OR 126

01/24/2023



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|-------------------------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 160 | 178 | 153 | 160 | 189 | 52 | 742 | 171 | 225 | 850 |
| v/c Ratio | 0.68 | 0.76 | 0.77 | 0.72 | 0.53 | 0.57 | 0.87 | 0.31 | 0.78 | 0.65 |
| Control Delay | 72.1 | 77.7 | 83.0 | 76.9 | 12.9 | 92.3 | 58.5 | 11.9 | 73.1 | 34.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 72.1 | 77.7 | 83.0 | 76.9 | 12.9 | 92.3 | 58.5 | 11.9 | 73.1 | 34.0 |
| Queue Length 50th (ft) | 136 | 148 | 138 | 144 | 0 | 46 | 327 | 44 | 192 | 306 |
| Queue Length 95th (ft) | 259 | 281 | 270 | 276 | 79 | 111 | 503 | 102 | #468 | 532 |
| Internal Link Dist (ft) | | 1368 | | 448 | | | 1440 | | | 1918 |
| Turn Bay Length (ft) | 100 | | 400 | | | 125 | | 75 | 150 | |
| Base Capacity (vph) | 380 | 370 | 317 | 351 | 459 | 195 | 1239 | 661 | 290 | 1431 |
| 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 | 0.42 | 0.48 | 0.48 | 0.46 | 0.41 | 0.27 | 0.60 | 0.26 | 0.78 | 0.59 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

9: US 101 & Rhododendron Drive

01/24/2023



| Lane Group | EBT | WBT | NBL | NBT | SBL | SBT |
|-------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 120 | 30 | 29 | 889 | 11 | 957 |
| v/c Ratio | 0.53 | 0.12 | 0.09 | 0.53 | 0.03 | 0.64 |
| Control Delay | 31.7 | 18.2 | 5.3 | 9.6 | 4.9 | 12.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 31.7 | 18.2 | 5.3 | 9.6 | 4.9 | 12.9 |
| Queue Length 50th (ft) | 30 | 4 | 3 | 80 | 1 | 91 |
| Queue Length 95th (ft) | 105 | 29 | 13 | 223 | 7 | 262 |
| Internal Link Dist (ft) | 2474 | 252 | | 931 | | 1440 |
| Turn Bay Length (ft) | | | 125 | | 125 | |
| Base Capacity (vph) | 354 | 402 | 557 | 2634 | 637 | 2475 |
| 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 | 0.34 | 0.07 | 0.05 | 0.34 | 0.02 | 0.39 |

Intersection Summary

Attachment D Future BLTS Analysis
Results



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Future BLTS Analysis Results

Table D-1 summarizes the BLTS analysis results under future (no-build) traffic conditions. 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, several arterial and collector streets in Florence are forecast to have segments that are rated BLTS 3 or 4. These segments may have bike lanes that are too narrow for roadway conditions or may be shared roadways (i.e., mixed traffic) with relatively high traffic volumes.

Table D1: Future 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 | 46 th St | West | Bike Lane | - | 40 | 2 | 7 | None | No | 4 |
| | Munsel Lake Rd | 46 th St | East | Bike Lane | - | 40 | 2 | 7 | None | No | 4 |
| | 46 th St | 37 th St | West | Bike Lane | - | 40 | 2 | 6 | None | No | 4 |
| | 46 th St | 37 th St | East | Bike Lane | - | 40 | 2 | 6 | None | No | 4 |
| | 37 th St | 31 st St | West | Bike Lane | - | 40 | 2 | 5 | None | No | 4 |
| | 37 th St | 31 st St | East | Bike Lane | - | 40 | 2 | 5 | None | No | 4 |
| | 31 st St | 27 th St | West | Bike Lane | - | 40 | 2 | 6 | None | No | 4 |
| | 31 st St | 27 th St | East | Bike Lane | - | 40 | 2 | 6 | None | No | 4 |
| | 27 th St | 22 nd St | West | Bike Lane | - | 40 | 2 | 6 | None | No | 4 |
| | 27 th St | 22 nd St | East | Bike Lane | - | 40 | 2 | 6 | None | No | 4 |
| | 22 nd St | OR 126 | West | Bike Lane | - | 30 | 2 | 6 | None | No | 3 |
| | 22 nd 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 | 2 nd Street | West | Bike Lane | - | 30 | 2 | 6 | None | No | 3 | |
| Rhododendron Dr | 2 nd Street | East | Bike Lane | - | 30 | 2 | 6 | None | No | 3 | |
| OR 126 | 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 |
| | 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 | |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

| Street | From | To | Side | Facility Type | ADT | BLTS Criteria | | | | | BLTS |
|--------------------|---------------------|---------------------|-------|---------------|--------------|---------------|---------------------|-------------------------------|---------|-------------------|------|
| | | | | | | Speed (mph) | Lanes per Direction | Bicycle Facility Width (feet) | Parking | Frequent Blockage | |
| | 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 |
| 9 th 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 |
| Munsel Lake Rd | US 101 | Ocean Dunes Dr | North | Mixed Traffic | >3,000 | 35 | 1 | 0 | None | No | 3 |
| | 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 |
| Kingwood St | 35 th St | 27 th St | West | Bike Lane | - | 40 | 1 | 6 | None | No | 4 |
| | 35 th St | 27 th St | East | Bike Lane | - | 40 | 1 | 6 | None | No | 4 |
| | 27 th St | Airport Ln | West | Bike Lane | - | 40 | 1 | 6 | Yes | No | 2 |
| | 27 th St | Airport Ln | East | Bike Lane | - | 40 | 1 | 6 | Yes | No | 2 |
| | Airport Ln | 17 th Pl | West | Bike Lane | - | 30 | 1 | 6 | None | No | 1 |
| | Airport Ln | 17 th Pl | East | Bike Lane | - | 30 | 1 | 6 | None | No | 1 |
| | 17 th Pl | 15 th St | West | Bike Lane | - | 30 | 1 | 6 | None | No | 1 |
| | 17 th Pl | 15 th St | East | Bike Lane | - | 30 | 1 | 6 | None | No | 1 |
| | 15 th St | 10 th St | West | Bike Lane | - | 25 | 1 | 6 | None | No | 1 |
| | 15 th St | 10 th St | East | Bike Lane | - | 25 | 1 | 6 | None | No | 1 |
| | 10 th St | Bay St | West | Mixed Traffic | 1,500-≤3,000 | 25 | 1 | 0 | None | No | 3 |
| | 10 th St | Bay St | East | Mixed Traffic | 1,500-≤3,000 | 25 | 1 | 0 | None | No | 3 |
| Quince St | US 101 | Harbor St | West | Mixed Traffic | >3,000 | 25 | 1 | 0 | None | No | 3 |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

| Street | From | To | Side | Facility Type | ADT | BLTS Criteria | | | | | BLTS |
|--------------------------------|----------------------|----------------------|-----------|---------------|--------------|---------------|---------------------|-------------------------------|---------|-------------------|------|
| | | | | | | Speed (mph) | Lanes per Direction | Bicycle Facility Width (feet) | Parking | Frequent Blockage | |
| | US 101 | Harbor St | East | Mixed Traffic | >3,000 | 25 | 1 | 0 | None | No | 3 |
| Spruce St | 32 nd St | 30 th Way | West | Bike Lane | - | 25 | 1 | 6 | None | No | 1 |
| | 32 nd St | 30 th Way | East | Bike Lane | - | 25 | 1 | 6 | None | No | 1 |
| | 30 th Way | 25 th St | West | Bike Lane | - | 25 | 1 | 6 | None | No | 1 |
| | 30 th Way | 25 th St | East | Bike Lane | - | 25 | 1 | 6 | None | No | 1 |
| | 25 th St | 17 th St | West | Mixed Traffic | >3,000 | 25 | 1 | 0 | Yes | No | 3 |
| | 25 th St | 17 th St | East | Mixed Traffic | >3,000 | 25 | 1 | 0 | Yes | No | 3 |
| | 17 th St | 15 th St | West | Mixed Traffic | >3,000 | 25 | 1 | 0 | Yes | No | 3 |
| | 17 th St | 15 th St | East | Mixed Traffic | >3,000 | 25 | 1 | 0 | Yes | No | 3 |
| | 15 th St | OR 126 | West | Mixed Traffic | >3,000 | 25 | 1 | 0 | Yes | No | 3 |
| | 15 th St | OR 126 | East | Mixed Traffic | >3,000 | 25 | 1 | 0 | Yes | No | 3 |
| Bay St | Kingwood St | 1 st St | North | Mixed Traffic | ≤750 | 25 | 1 | 0 | Yes | No | 1 |
| | Kingwood St | 1 st St | South | Mixed Traffic | ≤750 | 25 | 1 | 0 | Yes | No | 1 |
| Airport Rd/15 th 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 |
| | 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 |
| 21 st St | 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 |
| 27 th 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 |
| 30 th 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 |
| 35 th 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 |
| | 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 | |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

| Street | From | To | Side | Facility Type | ADT | BLTS Criteria | | | | | BLTS |
|---|--------|-----------|-------|---------------|--------------|---------------|---------------------|-------------------------------|---------|-------------------|------|
| | | | | | | Speed (mph) | Lanes per Direction | Bicycle Facility Width (feet) | Parking | Frequent Blockage | |
| 42 nd St/43 rd St | 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 |

APPENDIX F: TECH MEMO #5: ALTERNATIVES ANALYSIS

TECH MEMO #5: ALTERNATIVES ANALYSIS AND FUNDING PROGRAM

Date: March 27, 2023

To: Wendy Farley-Campbell, Shirley Gray, Erin Reynolds, and Mike Miller, City of Florence
Michael Duncan, Oregon Department of Transportation

From: Russ Doubleday, Michael Ruiz-Leon, Matt Bell, Susan Wright, PE, PMP, Kittelson & Associates, Inc.

Project: City of Florence Transportation System Plan Update

Subject: Final Tech Memo #5: Alternatives Analysis and Funding Program

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Introduction

This memorandum summarizes the alternatives analysis and funding program for the Florence Transportation System Plan (TSP) update. This memorandum identifies potential transportation system alternatives to address the existing gaps and deficiencies and future needs identified in previous memoranda. This memorandum also identifies existing and potential future funding sources the City can use to implement the TSP. The information provided in this memorandum will serve as the basis for selecting preferred alternatives and developing plans, policies, programs, and projects for the Florence TSP update.

Street System

Streets serve a majority of trips within Florence across all travel modes. In addition to motor vehicles, pedestrians, bicyclists, and public transit riders use the street system to access local and regional destinations. This section identifies alternatives to address existing gaps and deficiencies and future needs in the street system as well as alternatives that will facilitate improvements to the pedestrian, bicycle, and public transit systems.

FUNCTIONAL CLASSIFICATION

Functional classification designations align the design of a roadway with its intended function. Based on a review of the existing Florence functional classification system, there are several opportunities to better align the classifications with the intended use of the roadway as well as to better align with state and local classifications. The functional classification opportunities are shown in Figure 1 and listed below.

- » Designate 4th Ave (Heceta Beach Rd to Joshua Ln) from a local street to a collector
- » Designate 15th Street (US 101 to Spruce Street) from a local street to a collector
- » Designate 30th Street (Oak Street to Spruce Street) from a local street to a collector
- » Designate Quince Street (OR 126 to US 101) from a local street to a collector

MAJOR STREET CONNECTIVITY

A review of the existing arterial and collector system indicates a need for new major street connections within Florence. The future street system needs to balance the benefits of providing a well-connected grid system with the connectivity challenges in the city due topographic and other natural constraints as well as existing development. Opportunities to extend existing major streets and to provide new major street connections are shown in Figure 1 and listed below. The major street extensions and connection shown in bold are identified in the current TSP.

- » Extend Pacific View Drive to Rhododendron Drive
- » Extend Munsel Lake Road to the Oak Street
- » Extend Oak Street from Heceta Beach Road to Fred Meyers
- » Extend Spruce Street to the Heceta Beach Road
- » Extend Oak Street from Heceta Beach Road to the north city limits

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- 5RDGV
- +LJKZD\ ODMRU \$UWHULDOXWXUH /RFDO 6WUHHW
- 0LQRU \$UWHULDO
- &ROOHFWRU
- /RFDO 6WUHHW
-)XQFWLRQDO &ODVVLILFDUWLRQDQDURZWK %RXQGDU\
-)XWXUH &ROOHFWRU
- 3DUNV
- :DWHU
- &LW\ %RXQGDU\
- 0LOHV.
-)LJXUH
-)XWXUH)XQFWLRQDO &ODVVLILFDUWLRQDQDURZWK %RXQGDU\
-)ORUHGFH 2UI



- » Extend Heceta Beach Road to the Spruce Street
- » Extend Munsel Lake Road from Oak Street to Rhododendron Drive
- » Extend 20th Street to Kingwood Street

INTERSECTION OPERATIONS

The intersection operations analysis summarized in *Tech Memo #4: Future (No-build) Conditions*, identifies two intersections that are projected to exceed their applicable mobility standards or targets within the planning horizon. The queuing analysis identifies two additional intersections where vehicle queues are projected to exceed the striped storage. This section summarizes the intersection treatments and alternatives considered to address intersection operations and queueing deficiencies at the study intersections. *Attachment A contains the intersection operations analysis worksheets for the alternatives.*

Intersection Treatments

The intersection treatments considered include geometric changes and changes to existing lane configurations and traffic control.

Turn Lane

Separate left and right-turn lanes, as well as two-way left-turn lanes (TWLT), can provide significant increases in the capacity of intersections to accommodate turn movements. They can also provide a safety benefit by creating separation between slowed or stopped vehicles waiting to turn left and through vehicles. The design of turn lanes is largely determined based on a traffic study that identifies the need for the turn lane and the storage length needed to accommodate vehicle queues. Turn lanes are commonly used at intersections where the turning volumes warrant the need for separation.

Traffic Signal

Traffic signals allow opposing streams of traffic to proceed through an intersection in alternating patterns. When used, traffic signals can effectively manage high traffic volumes and provide dedicated times in which pedestrians and bicyclists can cross roadways. Because they continuously draw from a power source and must be periodically re-timed, signals typically have higher maintenance costs than other types of intersection control. Signals can also provide a safety benefit where signal warrants are met, however, they may result in an increase in rear-end crashes compared to other solutions. Signals have a significant range in costs depending on the number of approaches, how many through and turn lanes at each approach, and, if it is in an urban or rural area.

Signal Timing/Phasing Optimization

Signal timing/phasing optimization refers to updating signal timing/phasing plans to better match prevailing traffic conditions. Timing optimization can be applied to existing systems or may include upgrading signal technology, such as signal communication infrastructure, signal controllers, or cabinets. Signal timing/phasing optimization can reduce travel times and be especially beneficial to improving travel time reliability. In high pedestrian or desired pedestrian areas, signal retiming/phasing optimization can facilitate pedestrian movements through intersections by increasing minimum green times to give pedestrians time to cross during each cycle. Signals can also facilitate bicycle movements with the inclusion of bicycle detectors.



Signal Upgrade

Signal upgrades often come at a higher cost than signal timing/phasing optimization and usually require further coordination between jurisdictions. However, signal upgrades provide the opportunity to incorporate advanced signal systems to further improve the efficiency of a transportation network. Strategies include coordinated signal operations across jurisdictions, centralized control of traffic signals, adaptive or active signal control, and transit or freight signal priority. These advanced signal systems can reduce delay, travel time and the number of stops for transit, freight, and other vehicles. In addition, these systems may help reduce vehicle emissions and improve travel time reliability.

Roundabout

Roundabouts are circular intersections where entering vehicles yield to vehicles already in the circle. They are designed to slow vehicle speeds to 20 to 30 mph or less before they enter the intersection, which promotes a more comfortable environment for pedestrians, bicyclists, and other non-motorized users. Roundabouts have fewer conflict-points and have been shown to reduce the severity of crashes, as compared to signalized intersections. Roundabouts can be more costly to design and install when compared to other intersection control types, but they have a lower operating and maintenance cost than traffic signals. Topography must be carefully evaluated in considering a roundabout, given that slope characteristics at an intersection may render a roundabout infeasible.

Intersection Alternatives

The intersection alternatives are summarized in Table 1. These alternatives are intended to address intersection operations and queuing deficiencies at the study intersections. Many of these alternatives will also address safety issues described later in this memorandum. The alternatives shown in **bold** are identified in the current TSP.

Table 1: Intersection Alternatives

| Intersection | Considerations | Alternatives |
|---------------------------------------|--|--|
| ODOT Intersections | | |
| US 101/ Munsel Lake Rd | <ul style="list-style-type: none"> » The intersection is projected to exceed ODOT mobility targets under 2042 traffic conditions » The intersection is projected to meet MUTCD signal warrants | <ul style="list-style-type: none"> » Install a traffic signal when warranted » Reconfigure the intersection/modify the traffic control (e.g., traffic signal, roundabout) |
| US 101/ 35th St | <ul style="list-style-type: none"> » The eastbound left-turn queue is projected to exceed its available storage under 2042 traffic conditions | <ul style="list-style-type: none"> » Restripe the eastbound approach to maximize the available storage » Optimize the signal timing/phasing to address queuing |
| US 101/ 27th St | <ul style="list-style-type: none"> » The intersection is projected to meet ODOT mobility targets under 2042 traffic conditions » The current TSP identifies the need for a traffic signal | <ul style="list-style-type: none"> » Do nothing » Install a traffic signal when warranted » Reconfigure the intersection/modify the traffic control (e.g., traffic signal, roundabout) |



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|------------------------------------|---|---|
| US 101/ 15 th St | <ul style="list-style-type: none"> » The intersection is projected to meet ODOT mobility targets under 2042 traffic conditions » The current TSP identifies the need for a traffic signal | <ul style="list-style-type: none"> » Do nothing » Install a traffic signal when warranted » Reconfigure the intersection/modify the traffic control (e.g., traffic signal, roundabout) |
| US 101/ OR 126 | <ul style="list-style-type: none"> » The eastbound and southbound left-turn queues are projected to exceed their available storage under 2042 traffic conditions | <ul style="list-style-type: none"> » Restripe the eastbound and southbound approaches to maximize the available storage » Optimize the signal timing/phasing to address queuing |
| OR 126/ Quince Street | <ul style="list-style-type: none"> » The intersection is projected to meet ODOT mobility targets under 2042 traffic conditions » The current TSP identifies the need for turn movement restrictions | <ul style="list-style-type: none"> » Do nothing » Implement turning movement restrictions (right-in/right-out) » Implement turning movement restrictions (right-in/right-out/left-in) » Reconfigure the intersection/modify the traffic control (e.g., traffic signal, roundabout) |
| OR 126/ Spruce Street | <ul style="list-style-type: none"> » The intersection is projected to meet ODOT mobility targets under 2042 traffic conditions » The current TSP identifies the need for a traffic signal | <ul style="list-style-type: none"> » Do nothing » Install a traffic signal when warranted » Reconfigure the intersection/modify the traffic control (e.g., traffic signal, roundabout) |
| City Intersections | | |
| 9 th St/ Kingwood St | <ul style="list-style-type: none"> » The intersection is projected to meet City mobility standards under 2042 traffic conditions » The current TSP identifies the need for a traffic signal | <ul style="list-style-type: none"> » Do nothing » Install a traffic signal when warranted » Reconfigure the intersection/modify the traffic control (e.g., all-way stop-control, traffic signal, mini roundabout) |
| 35 th / Kingwood St | <ul style="list-style-type: none"> » The intersection is projected to exceed City mobility standards under 2042 traffic conditions | <ul style="list-style-type: none"> » Reconfigure the intersection/modify traffic control (e.g., all-way stop-control, traffic signal, mini roundabout) |
| 35 th St/Oak St | <ul style="list-style-type: none"> » Public input indicates that the intersection currently has congestion issues, particularly during the school peak period | <ul style="list-style-type: none"> » Reconfigure the intersection/modify the traffic control (e.g., all-way stop-control, traffic signal, mini roundabout) |

Access Management and Spacing

The term “access management” is commonly used to describe the practice of managing the number, placement, and movements of intersections and driveways that provide access to adjacent land uses. Access management policies can be an important tool to improve transportation system efficiency by limiting the number of opportunities for turning movements



on to or off of certain streets. In addition, well deployed access management strategies can help manage travel demand by improving travel conditions for pedestrian and bicycles. Eliminating the number of access points on roadways allows for continuous sidewalk and bicycle facilities and reduces the number of potential interruptions and conflict points between pedestrians, bicyclists, and cars. Access management can be extremely difficult to implement once properties have been developed along a corridor. Cooperation among and involvement of relevant government agencies, business owners, land developers and the public is necessary to establish an access management plan that benefits all roadway users and businesses.

ACCESS MANAGEMENT ALTERNATIVES

The TSP should identify access management strategies that help to preserve transportation system investments and guard against deteriorations in safety and increased congestion. The City’s approach to access management should balance the need for land use activities and property parcels to be served with appropriate access while preserving safe and efficient movement of traffic. The access management alternatives considered for Florence include:

- » Update the city-wide access spacing standards to include spacing between driveways,
- » Define a variance process for when the standard cannot be met, and
- » Establish an approach for access consolidation over time to move in the direction of the access spacing standards at each opportunity.

Access Spacing Standards

As indicated in *Tech Memo 3B: Existing Conditions Analysis*, ODOT and the City have adopted access spacing standards for study area roadways. ODOT’s access spacing standards are defined in Oregon Administrative Rule (OAR) 734 Division 51 and apply to access points along US 101 and OR 126. The City’s access spacing standards are defined in Title 10 of the Florence City Code. Table 1 summarizes the City’s access spacing standards.

Table 2: City Access Spacing Standards

| Functional Classification | Minimum Spacing Between Intersections (ft) ¹ | Minimum Spacing between Intersections and Driveways (ft) ² |
|---------------------------|---|---|
| Alley | N/A | 15 |
| Local Street | 125 | 25 |
| Collector Street | 250 | 30 |
| Arterial Street | 250 | 50 |

As shown in Table 1, the City’s access spacing standards are currently determined by functional classification and include spacing between intersections and between intersections and driveways. The standards could be updated to also include spacing between driveways. Table 2 summarizes potential modifications to the City’s access spacing standards.

¹ Per Florence City Code Section 10-36-2-13: Street Alignment, Radii

² Per Florence City Code Section 10-35-2-7: Intersection Separation; Backing onto Public Streets



Table 3: City Access Spacing Standards

| Functional Classification | Minimum Spacing Between Intersections (ft) | Minimum Spacing between Intersections and Driveways (ft) | Minimum Spacing between Driveways (ft) |
|---------------------------|--|--|--|
| Alley | N/A | 15 | N/A |
| Local Street | 125 | 25 | 25 |
| Collector Street | 250 | 30 | 125 |
| Arterial Street | 250 | 50 | 125 |

Access Spacing Variances

Access spacing variances may be provided to parcels whose highway/street frontage, topography, or location would otherwise preclude issuance of a conforming permit and would either have no reasonable access or cannot obtain reasonable alternate access to the public road system. In such a situation, a conditional access permit may be issued by ODOT or the City, as appropriate, for a connection to a property that cannot be accessed in a manner that is consistent with the spacing standards. The permit can carry a condition that the access may be closed at such time that reasonable access becomes available to a local public street. The approval condition might also require a given landowner to work in cooperation with adjacent landowners to provide either joint access points, front and rear cross-over easements, or a rear access upon future redevelopment.

The requirements for obtaining a deviation from ODOT's minimum spacing standards are documented in OAR 734-051-3050. For streets under the City's jurisdiction, the City may reduce the access spacing standards at the discretion of the City Engineer if the following conditions exist:

- » Joint access driveways and cross-over easements are provided consistent with the standards,
- » The site plan incorporates a unified access and circulation system consistent with the standards,
- » The landowner enters into an agreement with the City that pre-existing connections on the site will be closed and eliminated after construction of each side of the joint use driveway, and/or
- » The proposed access plan for redevelopment properties moves in the direction of the standards.

The City Engineer may modify or waive the access spacing standards for streets under the City's jurisdiction where the physical site characteristics or layout of abutting properties would make development of a unified or shared access and circulation system impractical, subject to the following considerations:

- » Unless modified, application of the access standard will result in the degradation of operational and safety integrity of the transportation system.
- » The granting of the variance shall meet the purpose and intent of these standards and shall not be considered until every feasible option for meeting access standards is explored.



- » Applicants for variance from these standards must provide proof of unique or special conditions that make strict application of the standards impractical. Applicants shall include proof that:
 - » Indirect or restricted access cannot be obtained,
 - » No engineering or construction solutions can be applied to mitigate the condition, and
 - » No alternative access is available from a road with a lower functional classification than the primary roadway.

No variance shall be granted where such hardship is self-created. Consistency between access spacing requirements and exceptions in the TSP and the municipal code is an important regulatory solution to be addressed as part of this TSP update.

Access Consolidation

From an operational perspective, access management measures limit the number of redundant access points along roadways. This enhances roadway capacity, improves safety, and benefits circulation. Enforcement of the access spacing standards should be complemented with provision of alternative access points. Purchasing right-of-way and closing driveways without a parallel road system and/or other local access could seriously affect the viability of the impacted properties. Thus, if an access management approach is taken, alternative access should be developed to avoid "land-locking" a given property.

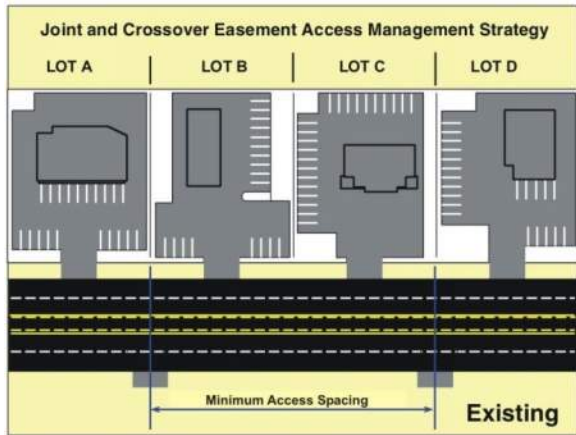
As part of every land use action, the City should evaluate the potential need for conditioning a given development proposal with the following items in order to maintain and/or improve traffic operations and safety along the arterial and collector roadways.

- » Providing access only to the lower classification roadway when multiple roadways abut the site.
- » Provision of crossover easements on all compatible parcels (considering topography, access, and land use) to facilitate future access between adjoining parcels.
- » Issuance of conditional access permits to developments having proposed access points that do not meet the designated access spacing policy and/or can align with opposing driveways.
- » Right-of-way dedications to facilitate the future planned roadway system in the vicinity of proposed developments.
- » Half-street improvements (sidewalks, curb and gutter, bike lanes/paths, and/or travel lanes) along site frontages that do not have full build-out improvements in place at the time of development.

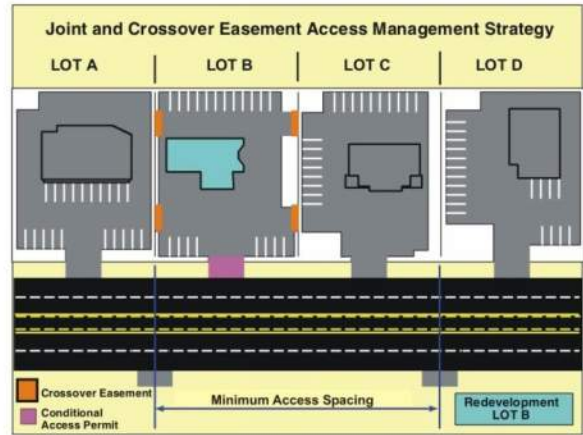
Exhibit 1 illustrates the application of cross-over easements and conditional access permits over time to achieve access management objectives. The individual steps are described in Table 4. As illustrated in the exhibit and supporting table, by using these guidelines, all driveways along the highways/streets can eventually move in the overall direction of the access spacing standards as development and redevelopment occur.



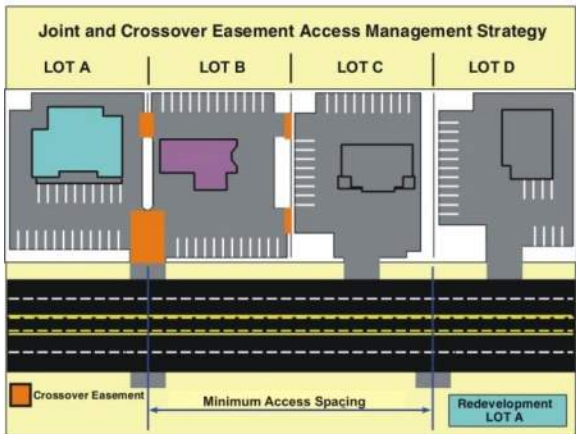
Exhibit 1: Cross Over Easement



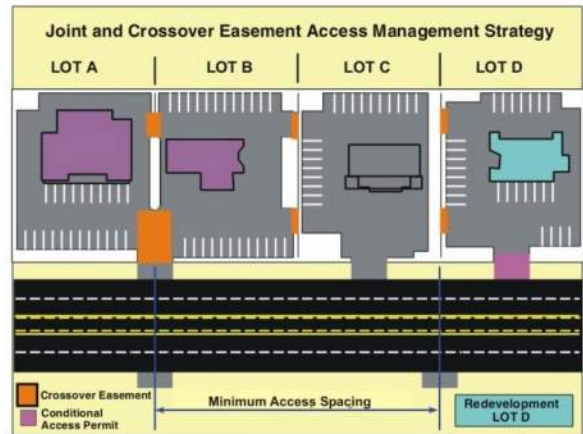
Step 1



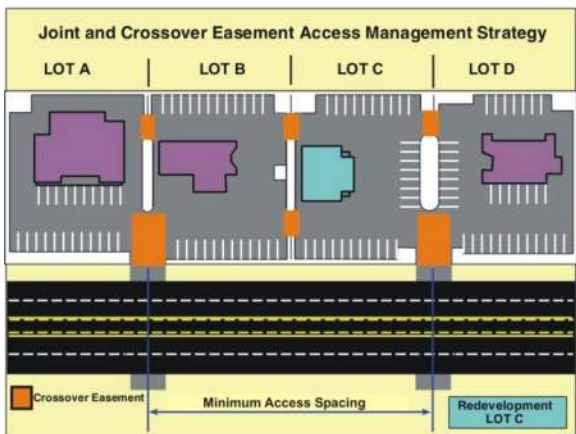
Step 2



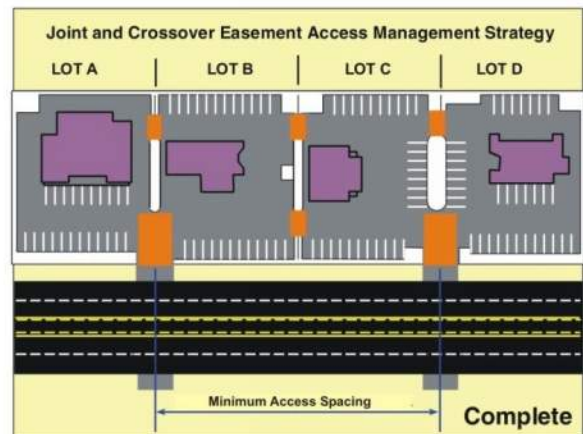
Step 3



Step 4



Step 5



Step 6



Table 4: Example of Crossover Easement/Indenture/Consolidation

| Step | Process |
|------|---|
| 1 | EXISTING – Currently Lots A, B, C, and D have site-access driveways that neither meet the access spacing standard nor align with driveways or access points on the opposite side of the highway. Under these conditions motorists are into situations of potential conflict (conflicting left turns) with opposing traffic. Additionally, the number of side-street (or site-access driveway) intersections decreases the operation and safety of the highway |
| 2 | REDEVELOPMENT OF LOT B – At the time that Lot B redevelops, the City would review the proposed site plan and make recommendations to ensure that the site could promote future crossover or consolidated access. Next, the City would issue conditional permits for the development to provide crossover easements with Lots A and C, and ODOT/City would grant a conditional access permit to the lot. After evaluating the land use action, ODOT/City would determine that LOT B does not have either alternative access, nor can an access point be aligned with an opposing access point, nor can the available lot frontage provide an access point that meets the access spacing criteria set forth for segment of highway. |
| 3 | REDEVELOPMENT OF LOT A – At the time Lot A redevelops, the City/ODOT would undertake the same review process as with the redevelopment of LOT B (see Step 2); however, under this scenario ODOT and the City would use the previously obtained cross-over easement at Lot B consolidate the access points of Lots A and B. ODOT/City would then relocate the conditional access of Lot B to align with the opposing access point and provide an efficient access to both Lots A and B. The consolidation of site-access driveways for Lots A and B will not only reduce the number of driveways accessing the highway, but will also eliminate the conflicting left-turn movements the highway by the alignment with the opposing access point. |
| 4 | REDEVELOPMENT OF LOT D – The redevelopment of Lot D will be handled in same manner as the redevelopment of Lot B (see Step 2) |
| 5 | REDEVELOPMENT OF LOT C – The redevelopment of Lot C will be reviewed once again to ensure that the site will accommodate crossover and/or consolidated access. Using the crossover agreements with Lots B and D, Lot C would share a consolidated access point with Lot D and will also have alternative frontage access the shared site-access driveway of Lots A and B. By using the crossover agreement and conditional access permit process, the City and ODOT will be able to eliminate another access point and provide the alignment with the opposing access points. |
| 6 | COMPLETE – After Lots A, B, C, and D redevelop over time, the number of access points will be reduced and aligned, and the remaining access points will meet the access spacing standard. |

Pedestrian Connectivity

This section provides an overview of pedestrian facilities that could be implemented within Florence to improve access and circulation for pedestrians. This section also identifies the pedestrian alternatives developed to address gaps and deficiencies in pedestrian connectivity along arterial and collector streets.

PEDESTRIAN FACILITIES

Pedestrian facilities are the elements of the transportation system that enable people to walk and roll safely and efficiently between residential neighborhoods and schools, parks, recreational areas, retail/commercial centers, and transit stops. These include facilities for pedestrian movement along roadways (e.g., sidewalks, shared-use paths, and trails) and for safe roadway crossings (e.g., crosswalks, flashing beacons, pedestrian refuge islands). Each facility plays an important role in developing a comprehensive pedestrian system.



Sidewalks

Sidewalks are the primary building block of the pedestrian system. They provide an important means of mobility for walkers as well as people with disabilities, families with strollers, and others who may not be able to travel on an unimproved surface. Sidewalks are usually 6-foot wide and constructed from concrete. They are also frequently separated from the roadway by planting strips, on-street parking, and/or on-street bike lanes or other bike facilities (see below). Sidewalks are widely used in urban and suburban areas. Ideally, sidewalks could be provided on both sides of the roadway; however, some areas with physical or right-of-way constraints may require that a sidewalk be located on only one side.

Crosswalks

Crosswalks enable people to safely cross streets, railroad tracks, and other transportation facilities. Planning for appropriate crosswalks requires the community to balance vehicular mobility needs with providing crossing locations along the desired routes of pedestrians. Enhanced crosswalk treatments include geometric features such as curb extensions and raised median islands with pedestrian refuges as well as signing and striping, flashing beacons, signals, countdown heads, and leading pedestrian intervals. Many of these treatments can be applied simultaneously to further alert drivers of the presence of pedestrians in the roadway. *Attachment B contains a description of several enhanced crosswalk treatments.*

ODOT provides guidance on the types of enhanced crosswalk treatments that can be applied along ODOT facilities. Additional guidance is available from the Federal Highway Administration (FHWA) and the National Cooperative Highway Research Program (NCHRP). The guidance generally considers the physical and operational characteristics of roadways at the crosswalk location, including number of lanes, traffic volumes, travel speeds, and (in some cases) pedestrian activity. With this information, the City or ODOT can determine the most appropriate treatment for a given crossing; however, this is not typically done as part of a TSP.

Shared-use Paths and Trails

Shared-use paths and trails are improved (i.e., paved) and unimproved (i.e., dirt and gravel) facilities that serve pedestrians and bicyclists. Shared-use paths and trails can be constructed adjacent to roadways where topography, right-of-way, or other issues preclude construction of sidewalks and bike facilities on both sides (i.e., side path) or they may be constructed away from the roadway within their own right-of-way. A minimum width of 10 feet is recommended in areas with low levels of pedestrian/bicycle traffic (8-feet in constrained areas); 12 feet should be considered in areas with moderate to high levels of pedestrian/bicycle traffic. Shared-use paths and trails can be used to create long distance links within and between communities and provide regional connections. They play an integral role in recreation, commuting, and accessibility due to their appeal to users of all ages and skill levels.

Pedestrian Amenities

In addition to pedestrian facilities focused on throughput and movements, there are pedestrian amenities that can be provided to enhance the user experience. Street furniture, such as benches and garbage cans, can be provided in the public right-of-way in support of pedestrian and bike trips. In addition, amenities including street patios or parklets utilize space between the curbs that might have been previously used for another purpose such as parking.



PEDESTRIAN ALTERNATIVES

The pedestrian alternatives considered for Florence are summarized in Table 5. These alternatives are intended to address gaps and deficiencies in the existing pedestrian system as well as enhance pedestrian connectivity. The alternatives shown in **bold** are identified in the current TSP.

Table 5: Pedestrian Facility Alternatives

| Roadway | Considerations | Alternatives |
|--|---|---|
| ODOT Streets | | |
| US 101 37 th St to UGB | » Sidewalk gaps on both sides of roadway | » Fill sidewalk gaps at key destinations (e.g., Fred Meyer) |
| | » High level of traffic stress (sidewalk gaps, high travel speeds, 5 lanes, no buffer) | » Complete sidewalks on both sides to Munsel Lake Rd |
| US 101 37 th St to Siuslaw River Bridge | » Limited crossing opportunities | » Complete sidewalks on both sides to Heceta Beach Rd |
| | » Complete sidewalk network | » Complete sidewalks on both sides to the UGB |
| OR 126 US 101 to east UGB | » High level of traffic stress (narrow sidewalks, high travel speeds, 5 lanes, no buffer) | » Reconstruct existing sidewalks with landscaped buffers |
| | » High number of pedestrian destinations | » Install enhanced crossings at select locations |
| OR 126 US 101 to east UGB | » Urban highway to Tamarack St, rural highway to the UGB | » Install a pedestrian/bicycle bridge at select locations |
| | » Sidewalk gaps on both sides of roadway | » Complete sidewalks on north side to casino |
| OR 126 US 101 to east UGB | » High level of traffic stress (sidewalk gaps, high travel speeds, no buffer) | » Complete sidewalks on both sides to Tamarack St |
| | » Limited crossing opportunities | » Reconstruct existing sidewalks with landscape strips |
| Lane County Streets | | |
| Heceta Beach Rd US 101 to Rhododendron Dr | » Narrow shoulders | » Widen shoulders on both sides/ reconfigure as mixed-use shoulders |
| | » Evacuation route for homes in northern part of Florence | » Construct sidewalks on one side |
| Jetty Rd Rhododendron Dr to North Jetty Beach | » A potential alternative route for the Oregon Coast Bike Route | » Construct shared-use path on one side – include landscape strip as feasible |
| | » Little to no shoulders | » Widen shoulders on both sides/ reconfigure as mixed-use shoulders |
| Jetty Rd Rhododendron Dr to North Jetty Beach | » Relatively high travel speeds (not posted) | » Construct shared-use path on one side – include landscape strip as feasible |
| | » Multiple pull-outs | |



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|--|---|--|
| Munsel Lake Rd US 101 to Spruce Street | <ul style="list-style-type: none"> » Narrow shoulders » Connects to new housing developments | <ul style="list-style-type: none"> » Widen shoulders on both sides/reconfigure as mixed-use shoulders » Construct sidewalks with landscape strips on one side and a shared-use path with a bioswale on the other |
| Munsel Lake Rd Spruce Street to Ocean Dunes Dr | <ul style="list-style-type: none"> » Narrow shoulders » Connects to Munsel Lake Landing County Park | <ul style="list-style-type: none"> » Widen shoulders on both sides/reconfigure as mixed-use shoulders » Construct sidewalks on one side » Construct shared-use path on one side – include landscape strip as feasible » Install enhanced crossings at select locations |
| Munsel Lake Rd Ocean Dunes Dr to N Fork Siuslaw Rd | <ul style="list-style-type: none"> » Limited paved shoulder, but often large gravel shoulder » Residential driveways along entire segment | <ul style="list-style-type: none"> » Widen shoulders on both sides/reconfigure as mixed-use shoulders » Construct sidewalks on one side » Construct shared-use path on one side – include landscape strip as feasible |
| N Fork Siuslaw Rd OR 126 to Munsel Lake Rd | <ul style="list-style-type: none"> » Narrow shoulders » Provides access to casino | <ul style="list-style-type: none"> » Widen shoulders on both sides/reconfigure as mixed-use shoulders » Construct sidewalks on one side » Construct shared-use path on one side – include landscape strip as feasible |
| City Streets - Arterial | | |
| 9th St US 101 to Rhododendron Dr | <ul style="list-style-type: none"> » Existing sidewalks along both sides of entire segment » Low level of traffic stress » Several major destinations (hospital, library, police) | <ul style="list-style-type: none"> » Do nothing » Install enhanced crossing treatments at existing crosswalks |
| Rhododendron Dr US 101 to Hemlock St | <ul style="list-style-type: none"> » Existing sidewalks along both sides of entire segment » Low level of traffic stress » A potential alternative route for the Oregon Coast Bike Route | <ul style="list-style-type: none"> » Do nothing » Install enhanced crossing treatments at existing crosswalks |
| Rhododendron Dr Hemlock Street to 9 th St | <ul style="list-style-type: none"> » New sidewalk construction on north/east side of roadway » A potential alternative route for the Oregon Coast Bike Route | <ul style="list-style-type: none"> » Construct sidewalks on the south/west side » Install enhanced crossings at select locations (e.g., Exploding Whale Memorial Park) |
| Rhododendron Dr 9 th St to Wild Winds St | <ul style="list-style-type: none"> » Striped bike lanes on both sides » A potential route for the Oregon Coast Bike Route | <ul style="list-style-type: none"> » Reconfigure bike lanes as mixed-use shoulders » Construct shared-use path on one side – include landscape strip as feasible |



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|---|---|---|
| Rhododendron Dr Wild Winds St to 35 th St | <ul style="list-style-type: none"> » Narrow shoulders on both sides » Primarily next to the Siuslaw River – limited areas to expand right-of-way » Few homes or destinations along this segment » A potential route for the Oregon Coast Bike Route | <ul style="list-style-type: none"> » Widen shoulders on both sides/ reconfigure as mixed-use shoulders » Construct shared-use path on one side – include landscape strip as feasible |
| Rhododendron Dr 35 th Street to Heceta Beach Rd | <ul style="list-style-type: none"> » Narrow shoulders on both sides » More residential segment of roadway » A potential route for the Oregon Coast Bike Route | <ul style="list-style-type: none"> » Widen shoulders on both sides/ reconfigure as mixed-use shoulders » Construct shared-use path on one side – include landscape strip as feasible |
| City Streets - Collector | | |
| 2nd St US 101 to Harbor St | <ul style="list-style-type: none"> » Sidewalk gaps and narrow sidewalks on both sides » Enhanced crosswalk at US 101/2nd St » Connects US 101 and OR 126 via Quince St | <ul style="list-style-type: none"> » Fill sidewalk gaps within Old Town » Reconstruct existing sidewalks with landscape strips » Install enhanced crossings at Nopal St, Oak St, Harbor St (e.g., marked crosswalks with curb extensions) |
| 21st St Oak St to US 101 | <ul style="list-style-type: none"> » Signalized crosswalk at US 101 » Direct access to Siuslaw Elementary School | <ul style="list-style-type: none"> » Retime signal at US 101 for improved pedestrian access (e.g., leading pedestrian interval) |
| 21st St US 101 to Spruce St | <ul style="list-style-type: none"> » Sidewalk gaps on both sides » Direct access to Grocery Outlet » Major transit stop at Grocery Outlet » Moderate level of traffic stress east of US 101 (lack of existing sidewalks) | <ul style="list-style-type: none"> » Fill sidewalk gaps on both sides |
| 27th St US 101 to Kingwood St | <ul style="list-style-type: none"> » Sidewalk gaps on both sides » Direct access to Siuslaw Middle and High schools » Shared-use path east of US 101 connects to Spruce St | <ul style="list-style-type: none"> » Fill side sidewalk gaps between US 101 and Oak St » Install enhanced crossing at US 101 |
| 35th St Rhododendron Dr to Kingwood St | <ul style="list-style-type: none"> » No sidewalks on either side » Important connection between Rhododendron Dr and US 101 | <ul style="list-style-type: none"> » Construct sidewalks on one side » Construct sidewalks on both sides » Construct shared-use path on one side – include landscape strip as feasible » Install an enhanced crossing at Kingwood St |
| 35th St Kingwood St to Oak St | <ul style="list-style-type: none"> » Sidewalk gaps on both sides » Primarily undeveloped property on north side » Important connection between Rhododendron Dr and US 101 | <ul style="list-style-type: none"> » Fill in sidewalk gaps on one side » Fill in sidewalk gaps on both sides » Construct shared-use path on one side – include landscape strip as feasible |



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|---|--|---|
| 35th St Oak St to US 101 | » Sidewalk gaps on both sides » Signalized crosswalk at US 101 | » Fill in sidewalk gaps on both sides » Retime signal at US 101 for improved pedestrian access (e.g., leading pedestrian interval) |
| 35th St US 101 to Spruce St | » Missing sidewalk sections east of Spruce St » Includes one of few signalized crosswalks on US 101 | » Do Nothing |
| 42nd St US 101 to Spruce St | » No sidewalks on either side » Northern-most connection to Spruce St from US 101 » Private road east of Munsel Creek Dr limits residential mobility | » Construct sidewalks on both sides » Install enhanced crossing on US 101 at 42 nd St or between 42 nd St and 43 rd St » Create pedestrian connection between Munsel Creek Dr and Munsel Creek Lp |
| 43rd St Oak St to US 101 | » Sidewalks gaps on both sides » Connects Oak St to US 101 – next closest is 46 th to the north | » Fill in sidewalk gaps on south sides |
| 46th St Oak St to US 101 | » Complete sidewalk on both sides » Connects Oak St to US 101 – next closest is 43 rd to the south » Access to Fred Meyer | » Do nothing » Install enhanced crossing on US 101 at 46 th St |
| Airport Rd/15th St Kingwood St to US 101 | » Sidewalk gaps on both sides » Connects to Kingwood St to US 101 – next closest is 10 th to the south » Enhanced crossing on US 101 north of 15 th St | » Fill in sidewalk gaps on both sides |
| Bay St Kingwood St to Maple St | » Complete sidewalks on both sides » High level of traffic stress (narrow sidewalk width, no buffer) | » Reconstruct sidewalks to increase width » Install curb extensions at Kingwood St, Laurel St, Maple St, and mid-block by the boardwalk » Install mid-block crosswalk at Bay St/ Nopal St corner by the boardwalk » Develop a streetscape design plan |
| Kingwood St Bay St to 9 th St | » Sidewalk gaps on both sides » Connections to residential land and to downtown Florence | » Fill in sidewalk gaps on both sides » Install enhanced crossing at Bay St |
| Kingwood St 9 th Street to Airport Way | » Sidewalk gaps on both sides » Segment serves a wide variety of land uses | » Fill in sidewalk gaps on both sides » Install enhanced crossings at select locations |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

| | | |
|---|--|--|
| Kingwood St Airport Way to 20 th St | » Sidewalk gaps on both sides » Segment serves a wide variety of land uses | » Fill in sidewalk gaps on both sides » Install enhanced crossings at select locations |
| Kingwood St 20 th St to 35 th St | » Complete sidewalks on both sides » High level of traffic stress (high speeds) » Some physical buffering, but not consistent | » Reconstruct sidewalks with landscape strips » Implement traffic calming measures |
| Maple St US 101 to Bay St | » Sidewalk gaps on one side » Connects US 101 with downtown Florence | » Fill in sidewalk gaps on one side |
| Oak St 20 th St to 27 th St | » Complete sidewalks on both sides » Serves Siuslaw Elementary and Middle schools, and Miller Park | » Install enhanced crossings at select location |
| Oak St 27 th St to 35 th St | » Sidewalk gaps on one side » Serves Siuslaw High School and Lane Community College | » Fill in sidewalk gaps on one side » Install enhanced crossings at select location |
| Oak St 35 th St to 46 th St | » Sidewalk gaps on one side » Land use mix includes residential and industrial land » Moderate level of traffic stress | » Fill in sidewalk gaps on one side » Reconstruct sidewalks with landscape strips » Implement traffic calming measures |
| Quince St 2 nd St to OR 126 | » Complete sidewalk network » Important connection from downtown to OR 126 » Florence Events Center is on the west side of Quince St | » Install enhanced crossing at 6 th St for events center access |
| 32nd-Redwood St Spruce St to 35 th St | » Sidewalk gaps on south/west side » Extension of Spruce St in northern Florence | » Fill in sidewalk gap on south/west side |
| Spruce St 42 nd St to 35 th St | » Sidewalk gaps on both sides » Major north-south roadway in northern Florence | » Fill sidewalk gaps on both sides |
| Spruce St 32 nd St to 17 th St | » Complete sidewalk network » Major north-south roadway next to US 101 » Connections to two shared-use paths | » Install enhanced crossings at shared-use paths |
| Spruce St 17 th St to OR 126 | » Sidewalk gaps on both sides » Major north-south road connecting to OR 126 | » Fill sidewalk gaps on both sides |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

| City Streets – Other Streets of Significance | | |
|---|---|---|
| Spruce St Munsel Lake Road to northern Terminus | » New roadway with sidewalks on one side | » Do nothing » Construct sidewalks on the west side |
| 4th Ave Heceta Beach Rd to Joshua Lane | » No sidewalks or paved shoulder » Extension of Rhododendron Dr, north of Heceta Beach Rd » Serves greater Heceta Beach area in northern Florence | » Construct mixed-use shoulders on both sides » Construct sidewalks on one side » Construct shared-use path on one side – include landscape strip as feasible |
| 20th St Kingwood St to US 101 | » No sidewalks on 20 th St except short segment near US 101 » Important connect to public schools, Miller Park, Grocery Outlet » Unpaved shared-use path connection to Kingwood St | » Construct sidewalks on both sides » Install enhanced crossing at US 101 » Extend 20 th St west to Kingwood St |
| Laurel St-Old Town Wy US 101 to Maple St | » Sidewalk gaps on Laurel St and Old Town Wy » Streets run through downtown Florence and connect to US 101 | » Fill sidewalk gaps on both sides |
| 30th St Oak St to US 101 | » Complete sidewalks on both sides » Direct access to Siuslaw High School » Existing enhanced crosswalk at US 101 and Oak St | » Do nothing » Install second crosswalk at Oak St and install school crosswalk signs |
| 30th St US 101 to Spruce St | » Complete sidewalk on both sides » Near the Oregon Department of Human Services office | » Do nothing |

Table 5 identifies several shared-use path alternatives along existing City, County, and ODOT facilities. The following summarizes additional shared-use path alternatives.

- Munsel Creek Shared-use Path – Install and/or improve the segments of the Munsel Creek Trail between Quince Street and 16th Street and between 25th Street and 29th Street. Extend the path from the Munsel Lake Greenway to Munsel Lake Road.
- Estuary Trail – Install a shared-use path from the Boardwalk in Old Town to south end of Munsel Creek Trail.
- 12th Street Shared-use Path – Install and/or improve the existing path between Kingwood Street and Rhododendron Drive.
- Oak Street Shared-use Path – Install a shared-use path from Oak Street at 15th Street to 10th Street.
- Ivy Street Shared-use Path – Install a shared-use path from 12th Street to 8th Street.



- Elm Street Shared-use Path – Install a shared-use path in the existing Elm Street right-of-way between 8th Street and Rhododendron Drive.
- Driftwood Street Shared-use Path – Install a shared-use path in the existing Driftwood Street right-of-way between 12th Street and 11th Street.
- North Florence County Park Shared-use Path – Install a network of shared-use paths within the County Park in the North Florence area.
- Oceana Drive Shared-use Path – Install a shared-use path from the eastern terminus of Oceana Drive to the southern Terminus of Kelsie Way.

Bicycle Connectivity

This section provides an overview of bicycle facilities that could be implemented within Florence to improve access and circulation for bicyclists. This section also identifies the bicycle alternatives developed to address gaps and deficiencies in bicycle connectivity along arterial and collector streets.

BICYCLE FACILITIES

Bicycle facilities are the elements of the transportation system that enable people to travel safely and efficiently between residential neighborhoods and destinations in the city and the surrounding area by bike. These include facilities for bicycle movement along key roadways (e.g., shared lane pavement markings, on-street bike lanes, buffered bike lanes, and separated bike lanes) and facilities at key crossing locations (e.g., enhanced bike crossings). These also include end of trip facilities (e.g., bike parking, bike hubs, tune-up stations, changing rooms, and showers at worksites); however, most of these facilities are addressed through the development code. Each facility plays an important role in developing a comprehensive bicycle system.

Mixed-use Shoulders

A mixed-use shoulder is a roadway shoulder that is wide enough to be used by pedestrians and bicyclists as a mixed-use path. Mixed-use shoulders are ideal on low-volume streets where topography or the surrounding environment does not allow for the addition of a sidewalk or separate bicycle facility.

Low-Traffic Bikeway

Low-traffic bikeways, also known as “bicycle boulevards,” are streets with low vehicular volumes and speeds that can be optimized for bicycle travel by including treatments for traffic calming and traffic reduction, signage and pavement markings, and intersection crossing treatments. Bike boulevards are ideal on local streets that parallel larger, high traffic routes and provide connections to similar destinations.

Shared Lane Pavement Markings

Shared lane pavement markings (often called “sharrows”) are used to indicate a shared space for cyclists and motorists and are typically centered in the roadway, or approximately four feet from the edge of the travel lane, and spaced approximately 50 to 250-feet apart depending on the traffic volumes and travel speeds. Sharrows are suitable on roadways with relatively low traffic volumes (<2,500 Average Daily Traffic [ADT]) and low travel speeds (<25 MPH); however,



they may also be used to transition between discontinuous bicycle facilities along roadways with higher volumes and speeds.

On-Street Bike Lanes

On-street bike lanes provide a dedicated space for the exclusive use of cyclists on the roadway surface. They are usually 5 to 6-feet wide and include an 8-inch stripe along the roadway and bike symbols at intersections; they may also include a buffer as indicated below. On-street bike lanes are typically placed at the outer edge of the roadway surface but to the inside of right-turn lanes and/or on-street parking. On-street bike lanes can improve safety and security of cyclists and (if comprehensive) can provide direct connections between origins and destinations.

Buffered Bike Lanes

Buffered bike lanes are enhanced versions of on-street bike lanes that include an additional striped buffer of typically 2-3 feet between the bike lane and the vehicle travel lane and/or between the bike lane and the vehicle parking lane. They are typically located along streets that require a higher level of separation to improve the comfort of bicycling.

Separated Bike Lanes

Separated bike lanes (often called "cycle tracks") are bike lanes that are physically separated from motor vehicle traffic by a vertical element such as a planter, flexible post, parked car, or a mountable curb. One-way separated bike lanes are typically found on each side of the street, like conventional bike lanes, while two-way separated bike lanes are typically found on one side of the street.

Bicycle Crossings

Bicycle crossings enable cyclists to travel safely through intersections and across streets, railroad tracks, and other transportation facilities. Planning for appropriate bicycle crossings requires the community to balance vehicular mobility needs with providing crossing locations along the desired routes of cyclists. Enhanced bicycle crossing treatments include pavement markings through conflict areas, bike boxes, two-stage left-turn bike boxes, bike only signals, and bicycle detection

Wayfinding Signs

Wayfinding signs are physical signs or travel lane markings located along roadways or at intersections that direct cyclists between destinations along low-stress and comfortable bicycle routes. Wayfinding signs help inexperienced and/or less confident cyclists overcome perceived barriers by identifying lower speed and lower volume routes that do not require a bicycle facility. They typically include distances and average walk/cycle times. Wayfinding signs are generally used along bicycle routes and shared-use paths.

Bicycle Parking

Bicycle parking is a vital component of a city's bicycle system and can be provided in a variety of sizes, shapes, and unique pieces of infrastructure that resemble the city's character. Bicycle parking can generally be categorized into two types: short-term and long-term.

- » **Short-term bicycle parking** is designed to meet the needs of cyclists visiting businesses, institutions, and other destinations where visits typically last up to two hours. Short-term bicycle parking must be readily accessible, visible, and self-explanatory.



- » **Long-term bicycle parking** places an emphasis on security and weather protection and is designed to meet the needs of cyclists who may leave their bicycle unattended for several hours or more. Long-term bicycle parking is typically located at residences or apartment buildings, workplaces, transit centers, and other routinely visited destinations.

Bike Corral

This treatment converts vehicle parallel parking stalls into bicycle parking. These facilities can be installed on segments or near intersections. If installed near an intersection, it can be an effective alternative to vehicle parking which can cause sight distance hazards. Bike corrals are often designed to hold approximately 12-24 bikes and have been shown to have a positive impact on business.

Bike Sharing

Bicycle sharing has been growing rapidly in recent years along with the overall trend of micro mobility. Bike sharing in particular can be a key component in the public transit system while utilizing the bicycle infrastructure of the city. The strategic location of stations can highlight key destinations around the city and be an important asset to tourists and visitors seeking to experience the city without using a vehicle.

BICYCLE ALTERNATIVES

The bicycle alternatives considered for Florence are summarized in Table 6. These alternatives are intended to address gaps and deficiencies in the existing bicycle system as well as enhanced bicycle connectivity. The alternatives shown in **bold** are identified in the current TSP.

Table 6: Bicycle Facility Alternatives

| Roadway | Considerations | Alternatives |
|--|--|--|
| ODOT Streets | | |
| US 101 UGB to 32 nd St | <ul style="list-style-type: none"> » On-street bike lanes » High levels of traffic stress (posted speed, number of lanes) » 40+ MPH speed limit | <ul style="list-style-type: none"> » Construct buffered bike lanes on both sides – requires narrowing travel lanes » Construct separated bike lanes on one or two sides » Provide pavement markings through conflict areas (e.g., Fred Meyer Dwy, 46th St) » Provide protected intersection treatment at signalized intersections |
| US 101 32 nd St to 22 nd St | <ul style="list-style-type: none"> » On-street bike lanes » High level of traffic stress (posted speed, number of lanes) » 35 MPH speed limit | <ul style="list-style-type: none"> » Construct buffered bike lanes on both sides – requires narrowing travel lanes » Construct separated bike lanes on one or two sides » Provide protected intersection treatment at signalized intersections |
| US 101 22 nd St to Siuslaw River Bridge | <ul style="list-style-type: none"> » On-street bike lanes » Moderate level of traffic stress (number of lanes, existing facilities) | <ul style="list-style-type: none"> » Construct buffered bike lanes on both sides – requires narrowing travel lanes |



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| | <ul style="list-style-type: none"> » 30 MPH speed limit | <ul style="list-style-type: none"> » Construct separated bike lanes on one or two sides » Provide protected intersection treatments at signalized intersections |
| OR 126 US 101 to Tamarack St | <ul style="list-style-type: none"> » On-street bike lanes » Moderate level of traffic stress (posted speed, existing facilities) » 35 MPH speed limit | <ul style="list-style-type: none"> » Construct buffered bike lanes on both sides – requires narrowing travel lanes » Construct separated bike lanes on one or two sides |
| OR 126 Tamarack St to UGB | <ul style="list-style-type: none"> » Shoulder bike lanes » Moderate level of traffic stress (posted speed, existing facilities) » 45+ MPH speed limit | <ul style="list-style-type: none"> » Construct buffered bike lanes on both sides – requires narrowing travel lanes » Construct separated bike lanes on one or two sides |
| Lane County Streets | | |
| Heceta Beach Rd US 101 to Rhododendron Dr | <ul style="list-style-type: none"> » Minimal paved shoulder » High level of traffic stress (posted speed, no existing infrastructure) » 40 MPH speed limit » A potential alternative route for the Oregon Coast Bike Route | <ul style="list-style-type: none"> » Widen shoulders on both sides/reconfigure as mixed-use shoulder » Construct bike lanes on both sides » Construct buffered bike lanes on both sides – requires narrowing travel lanes » Construct shared-use path on one side – include landscape strip as feasible |
| Jetty Rd Rhododendron Dr to North Jetty Beach | <ul style="list-style-type: none"> » Little to no shoulders » Relatively high travel speeds (not posted) » Multiple pull-outs | <ul style="list-style-type: none"> » Widen shoulders on both sides/reconfigure as mixed-use shoulders » Construct shared-use path on one side – include landscape strip as feasible |
| Munsel Lake Rd US 101 to Spruce St | <ul style="list-style-type: none"> » Minimal paved shoulder » Moderate level of traffic stress (posted speed, no existing infrastructure) » 35 MPH speed limit | <ul style="list-style-type: none"> » Widen shoulders on both sides/reconfigure as mixed-use shoulder » Construct bike lanes on one side and shared-use path on the other – include landscape strip as feasible » Install wayfinding signs to nearby parks and trails |
| Munsel Lake Rd Spruce St Ocean Dunes Dr | <ul style="list-style-type: none"> » Minimal paved shoulder » Moderate level of traffic stress (posted speed, no existing infrastructure) » 35 MPH speed limit | <ul style="list-style-type: none"> » Widen shoulders on both sides/reconfigure as mixed-use shoulder » Construct buffered bike lanes on both sides – requires narrowing travel lanes » Construct shared-use path on one side – include landscape strip as feasible |
| Munsel Lake Rd Ocean Dunes Dr to N Fork Siuslaw Rd | <ul style="list-style-type: none"> » Minimal paved shoulder » Moderate level of traffic stress (no existing infrastructure) » 25 MPH speed limit | <ul style="list-style-type: none"> » Widen shoulders on both sides/reconfigure as mixed-use shoulder » Construct bike lanes on both sides |



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| | | » Construct buffered bike lanes on both sides – requires narrowing travel lanes |
| | | » Construct shared-use path on one side – include landscape strip as feasible |
| | | » Widen shoulders on both sides/ reconfigure as mixed-use shoulder |
| | | » Construct bike lanes on both sides |
| N Fork Siuslaw Rd OR 126 to Munsel Lake Rd | » Minimal paved shoulder » Low level of traffic stress | » Construct buffered bike lanes on both sides – requires narrowing travel lanes » Construct shared-use path on one side – include landscape strip as feasible |

City Streets – Arterial

| | | |
|--|--|--|
| 9th St US 101 to Rhododendron Dr | » Bike lanes on both sides » Low level of traffic stress » 25 MPH speed limit | » Do nothing » Construct buffered bike lanes on both sides – requires narrowing travel lanes |
| Rhododendron Dr US 101 to 9 th St | » Bike lanes on both sides » Low level of traffic stress » 30 MPH speed limit » A potential route for the Oregon Coast Bike Route | » Do nothing » Construct buffered bike lanes on both sides – requires narrowing travel lanes |
| Rhododendron Dr 9 th St to Wild Winds St | » Bike lanes on both sides » Low level of traffic stress » 30 MPH speed limit » A potential route for the Oregon Coast Bike Route | » Construct buffered bike lanes on both sides – requires narrowing travel lanes » Construct shared-use path on one side – include landscape strip as feasible |
| Rhododendron Dr Wild Winds St to 35 th St | » Minimal paved shoulder » High level of traffic stress (posted speed, no existing infrastructure) » 40 MPH speed limit » A potential route for the Oregon Coast Bike Route | » Widen shoulders on both sides/ reconfigure as mixed-use shoulder » Construct shared-use path on one side – include landscape strip as feasible |
| Rhododendron Dr 35 th St to Heceta Beach Rd | » Minimal paved shoulder » High level of traffic stress (posted speed, no existing infrastructure) » 40 MPH speed limit » A potential route for the Oregon Coast Bike Route | » Widen shoulders on both sides/ reconfigure as mixed-use shoulder » Construct shared-use path on one side – include landscape strip as feasible |



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| City Streets - Collector | | |
|---|--|---|
| 2nd St US 101 to Harbor St | <ul style="list-style-type: none"> » Shared lane pavement markings exist from Maple St to the east » Approximately 20-foot lanes (including on-street parking) | <ul style="list-style-type: none"> » Do nothing » Add shared lane pavement markings |
| 21st St Oak St to US 101 | <ul style="list-style-type: none"> » No existing bike infrastructure » Approximately 20-foot travel lanes (including on-street parking) » Low level of bicycle traffic stress | <ul style="list-style-type: none"> » Do nothing » Add shared lane pavement markings |
| 21st St US 101 to Spruce St | <ul style="list-style-type: none"> » No existing bike infrastructure » Approximately 20-foot travel lanes (including on-street parking) » Low level of bicycle traffic stress | <ul style="list-style-type: none"> » Do nothing » Add shared lane pavement markings |
| 27th St US 101 to Kingwood St | <ul style="list-style-type: none"> » Bike lanes on both sides from Oak St to Kingwood St » Narrow right-of-way east of Oak St » Low level of bicycle traffic stress | <ul style="list-style-type: none"> » Do nothing » Add shared lane pavement markings from Oak St to US 101 » Construct bike lanes from Oak St to US 101 – requires widening |
| 35th St Rhododendron Dr to Kingwood St | <ul style="list-style-type: none"> » Bike lanes on both sides » Low level of bicycle traffic stress | <ul style="list-style-type: none"> » Do nothing » Implement traffic calming measures |
| 35th St Kingwood St to Oak St | <ul style="list-style-type: none"> » Bike lanes on both sides » Low level of bicycle traffic stress | <ul style="list-style-type: none"> » Do nothing » Implement traffic calming measures |
| 35th St Oak St to US 101 | <ul style="list-style-type: none"> » Bike lanes on both sides » Low level of bicycle traffic stress | <ul style="list-style-type: none"> » Do nothing » Implement traffic calming measures |
| 35th St Oak St to Spruce St | <ul style="list-style-type: none"> » Narrow bike lanes on both sides » Low level of bicycle traffic stress | <ul style="list-style-type: none"> » Do nothing » Widen bike lanes |
| 42nd St US 101 to Spruce St | <ul style="list-style-type: none"> » Bike lanes on both sides » Private road east of Munsel Creek Dr limits residential mobility » Low level of bicycle traffic stress | <ul style="list-style-type: none"> » Do nothing » Add shared lane pavement markings east of Spruce St » Create bike connection between Munsel Creek Dr and Munsel Creek Lp |
| 43rd St Oak St to US 101 | <ul style="list-style-type: none"> » No existing bike infrastructure » Low level of bicycle traffic stress | <ul style="list-style-type: none"> » Add shared lane pavement markings » Construct bike lanes on both sides – requires removing on-street parking |
| 46th St Oak St to US 101 | <ul style="list-style-type: none"> » Bike lanes on both sides | <ul style="list-style-type: none"> » Do nothing |
| Airport Rd/15th St Kingwood St to US 101 | <ul style="list-style-type: none"> » No existing bike infrastructure » Low level of bicycle traffic stress | <ul style="list-style-type: none"> » Add shared lane pavement markings » Construct bike lanes on both sides – requires removing on-street parking |



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|---|---|---|
| | | » Incorporate enhanced bicycle crossing at US 101 into existing crossing |
| Bay St Kingwood St to Maple St | <ul style="list-style-type: none"> » No existing bike infrastructure » Low level of bicycle traffic stress » Commercial center of Florence with lots of pedestrians » Public input seeks to improve walking and biking experience | <ul style="list-style-type: none"> » Do nothing » Add shared lane pavement markings |
| Kingwood St Bay St to 9 th St | <ul style="list-style-type: none"> » Shared lane pavement markings » Moderate level of traffic stress | <ul style="list-style-type: none"> » Do nothing » Implement traffic calming measures » Add shared lane pavement markings » Construct bike lanes on both sides – requires removing on-street parking |
| Kingwood St 9 th St to Airport Wy | <ul style="list-style-type: none"> » Bike lanes on both sides from 10th St to the north » Low level of bicycle traffic stress | <ul style="list-style-type: none"> » Construct bike lanes on both sides from 9th St to 10th St – requires removing on-street parking |
| Kingwood St Airport Wy to 35 th St | <ul style="list-style-type: none"> » Bike lanes on both sides » 40 MPH speed limit » Moderate level of traffic stress (posted speed) | <ul style="list-style-type: none"> » Do nothing » Implement traffic calming measures » Construct buffer bike lanes on both sides – requires narrowing travel lanes |
| Maple St US 101 to Bay St | <ul style="list-style-type: none"> » No existing bike infrastructure » Connects US 101 with downtown Florence | <ul style="list-style-type: none"> » Do nothing » Add shared lane pavement markings |
| Oak St 20 th St to 27 th St | <ul style="list-style-type: none"> » Bike lanes from Siuslaw Middle School Dwy to 27th St » Serves Siuslaw Elementary and Middle schools, and Miller Park | <ul style="list-style-type: none"> » Shared lane pavement marking from 20th St to Siuslaw Middle School Dwy » Construct bike lanes from 20th St to Siuslaw Middle School Dwy – requires removing on-street parking |
| Oak St 27 th St to 35 th St | <ul style="list-style-type: none"> » Bike lanes on both sides » Serves Siuslaw High School and Lane Community College | <ul style="list-style-type: none"> » Do nothing » Construct buffered bike lanes – requires narrowing travel lanes |
| Oak St 35 th St to 46 th St | <ul style="list-style-type: none"> » Bike lanes on both sides » Speed increases to 25 and 30 MPH north of 35th St | <ul style="list-style-type: none"> » Do nothing » Construct buffered bike lanes – requires narrowing travel lanes |
| Quince St 2 nd St to OR 126 | <ul style="list-style-type: none"> » Shared lane pavement markings » Connects OR 126 to downtown without needing to use US 101 » Low level of bicycle traffic stress | <ul style="list-style-type: none"> » Do nothing » Construct bike lanes – requires removing on-street parking |
| 32nd-Redwood St Spruce St to 35 th St | <ul style="list-style-type: none"> » Bike lanes on both sides » Key connection between Spruce St from 32nd St to 35th St | <ul style="list-style-type: none"> » Do nothing » Construct buffered bike lanes – requires narrowing travel lanes |



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| | | |
|--|---|---|
| Spruce St 42nd St to 35th St | <ul style="list-style-type: none"> » Bike lanes from 35th St to 37th St » No existing infrastructure north of 37th St » Major north-south road east of US 101 | <ul style="list-style-type: none"> » Add shared lane pavement markings north of 37th St » Extend bike lanes north to 42nd St |
| Spruce St 32nd St to 17th St | <ul style="list-style-type: none"> » Bike lanes on both sides from 32nd St to 25th St » Shared lane pavement markings south of 25th St » Moderate level of traffic stress » Major north-south road east of US 101 | <ul style="list-style-type: none"> » Construct bike lanes south of 25th St – requires removing on-street parking |
| Spruce St 17th St to OR 126 | <ul style="list-style-type: none"> » Shared lane pavement markings » Moderate level of traffic stress » Major north-south road east of US 101 | <ul style="list-style-type: none"> » Construct bike lanes on both sides – requires removing on-street parking |
| City Streets – Other Roads of Interest | | |
| 4th Ave Heceta Beach Rd to Falcon St | <ul style="list-style-type: none"> » No shoulder and narrow pavement width » Extension of Rhododendron Dr, north of Heceta Beach Rd » Serves greater Heceta Beach area in northern Florence | <ul style="list-style-type: none"> » Add shared lane pavement markings » Construct mixed-use shoulders on both sides » Construct bike lanes on both sides » Construct shared-use path on one side – include landscape strip as feasible |
| 20th St Kingwood St to US 101 | <ul style="list-style-type: none"> » No existing bike infrastructure » Important connection to public schools, Miller Park, Grocery Outlet » Unpaved shared-use path connection to Kingwood St | <ul style="list-style-type: none"> » Add shared lane pavement markings » Extend 20th St west to Kingwood St |
| Laurel St-Old Town Wy US 101 to Maple St | <ul style="list-style-type: none"> » No existing bike infrastructure » Streets run through downtown Florence and connect to US 101 | <ul style="list-style-type: none"> » Do nothing » Add shared lane pavement markings |
| 30th St Oak St to US 101 | <ul style="list-style-type: none"> » No existing bike infrastructure » Low level of bicycle traffic stress | <ul style="list-style-type: none"> » Do nothing » Add shared lane pavement markings » Construct bike lanes on both sides – requires removing on-street parking |
| 30th St US 101 to Spruce St | <ul style="list-style-type: none"> » No existing bike infrastructure » Low level of bicycle traffic stress | <ul style="list-style-type: none"> » Do nothing » Add shared lane pavement markings » Construct bike lanes on both sides – requires removing on-street parking |
| Park Dr//18th St/Willow Lp/Willow St | <ul style="list-style-type: none"> » No existing bike infrastructure » Low level of bicycle traffic stress | <ul style="list-style-type: none"> » Do nothing » Add shared lane pavement markings |



Transit

This section provides an overview of transit facilities and services that could be implemented within Florence to improve access and circulation by transit. This section also identifies the transit alternatives developed to address gaps and deficiencies in transit connectivity.

TRANSIT FACILITIES AND SERVICES

Public transit provides important connections to destinations for people that do not drive or bike and can provide an additional option for all transportation system users for certain trips. Public transit can complement walking, bicycling, or driving trips: users can walk/roll to and from transit stops and their homes, shopping, or workplaces; people can drive to park-and-ride locations to access a bus; or people can bring their bicycles on transit vehicles and bicycle from a transit stop to their final destination.

There are two types of transit service in Florence. First, the City operates two Rhody Express routes that provide fixed-route service in southern Florence and along the US 101 corridor to the north. The Rhody Express also provides dial-a-ride service for people who live within three-quarters of a mile of fixed-route service and have a disability that prevents them from riding the bus. Second, there are intercity transit routes (operated by Link Lane and by Coos County Area Transit) that connect Florence to Yachats, Eugene, and Coos Bay.

Fixed-Route Service

Fixed-route service refers to transit service that runs on regular, scheduled routes, with designated transit stops. Fixed-route service is typically characterized by service frequency (the time between arrivals), service hours (the number of hours service is provided throughout the day), and service coverage (the amount of the population, households, and jobs served by transit).

Transit Stops

Transit stops are designated locations where residents can access local transit service. Transit stops are normally located at major destinations and at key intersections. The types of amenities provided at each transit stop (e.g., pole, bench, shelter, ridership information, trash receptacles) tend to reflect the level of usage.

- » **Pole and bus stop sign** – All bus stops require a pole and bus stop sign to identify the bus stop location. Some transit agencies prefer the bus stop signs to be provided on a separate dedicated pole instead of on an existing utility pole, column, or other location.
- » **Bus stop shelters** – Shelters are typically provided at higher volume stops but may be considered at stops with fewer daily boardings if served by routes with long headways.
- » **Seating** – Seating should always be considered as long as it is accessible and the safety and accessibility of the adjacent sidewalk are not compromised by seating placement.
- » **Trash receptacles** – While trash cans can be considered at any stop, they are usually located at stops with shelters and/or seating. Trash cans will require regular pick-up.
- » **Lighting** – Lighting is an important amenity for bus stops as it provides visibility and increased security for transit users waiting, boarding, and aligning transit service.



- » **ADA accessibility** – Bus stops should be accessible for users with all ranges of abilities, including a concrete landing pad, adjacent parking restrictions, and ADA-compliant pedestrian ramps.
- » **Real-time bus arrival reader boards** – Bus stops with several different routes can include an electronic arrival board showing when the next bus on each route is scheduled to arrive in real-time.
- » **Bicycle parking, storage, and/or repair stations** – Bicycle amenities located at bus stops further support multi-modal trips, allowing travelers to store their bicycles at one end of their trip or even repair their bicycle enroute as needed.

Park-and-Rides

Park-and-rides provide parking for people who wish to transfer from their personal vehicle to public transportation or carpools/vanpools. Park-and-rides are frequently located near major intersections, at commercial centers, or intercity bus routes. It is Oregon state policy to encourage the development and use of park-and-rides at appropriate urban and rural locations adjacent to or within the highway right-of-way.

Park-and-rides may be either shared-use, such as at a school or shopping center, or exclusive-use. Shared-use facilities are generally designated and maintained through agreements reached between the local public transit agency or rideshare program operator and the property owner. Shared-use lots can save the expense of building a new parking lot, increase the utilization of existing spaces, and avoid utilization of developable land for surface parking. In the case of shopping centers, the presence of a shared-use park-and-ride has frequently been shown to be mutually beneficial for the businesses in the center.

Mobility Hubs

Mobility hubs focus on the connectivity of public transit to a variety of travel modes, supporting non-single-occupancy-vehicle trips and helping to connect people to the different modes they need. Although mobility hubs support a transit stop or station, all services and amenities do not need to be provided immediately adjacent to the stop as long as they are still within an easily accessible area. Shared mobility services such as bikeshare, carshare, e-scooters, and on-demand rideshare zones are all located within the hub, in addition to amenities such as transit waiting areas, pedestrian and bicycle facilities, bicycle parking, bicycle repair stations, and electric vehicle charging. Additional information on the mobility hubs is provided under the Emerging Technology section.

Real-Time Transit Information

Transit agencies or third-party sources can disseminate both schedule and system performance information to travelers through in-vehicle, wayside, or in-terminal dynamic message signs, as well as on the internet or wireless devices. Coordination with regional or multimodal traveler information efforts can increase the availability of this transit schedule and system performance information. These systems enhance passenger convenience and encourage travelers to consider transit instead of driving alone. They do require cooperation and integration between agencies for disseminating the information.



TRANSIT ALTERNATIVES

Table 7 summarizes the alternatives developed to address the gaps and deficiencies in the transit facilities and services provided in Florence.

Table 7: Transit Facility Alternatives

| Transit Facilities and Services | Considerations | Alternatives |
|---|--|---|
| New Routes and Existing Route Changes | <ul style="list-style-type: none"> » Public comment has been supportive of adding transit service along Rhododendron Dr (north of 35th St), to Driftwood Shores Resort, along Heceta Beach Rd, and at the US 101/Munsel Lake Rd intersection. » The South Loop and North Loop operate on a combined one-hour headway, so extending one of the loop routes would alter the existing schedule and blocking. | <ul style="list-style-type: none"> » Explore adding service to Rhododendron Dr » Explore adding service to the Heceta Beach neighborhood |
| Service Frequency, Hours, and Coverage | <ul style="list-style-type: none"> » Link Lane is creating a Transit Development Plan to understand the transit needs between coastal communities and between these coastal communities and Eugene. While this plan has yet to develop project alternatives, the project has discovered a need to increase intercity service. As alternatives are developed for this project, they will be incorporated into the Florence TSP Update. | <ul style="list-style-type: none"> » Increased intercity service frequency » Service to Eugene Airport » Service to North Bend Municipal Airport |
| Marketing | <ul style="list-style-type: none"> » Link Lane launched its Florence to Yachats route in September 2018 as a pilot , and the Eugene to Florence route launched in February 2020 as a pilot, as well. » Given the uncertain nature of the routes due to funding and to the COVID-19 pandemic, there is a need to market these routes now that the worst of the pandemic appears to be over and funding is more secure. | <ul style="list-style-type: none"> » Improve marketing for intercity services (specifically to Eugene and Yachats) |
| New Amenities | <ul style="list-style-type: none"> » Multiple public comments sought to establish a transit center in Florence. The Grocery Outlet at US 101/21st St, is a commonly-identified location. | <ul style="list-style-type: none"> » Establish a transit center at the Grocery Outlet bus stop on 21st St » Add bathroom facilities to transit center |



| | | |
|--|--|--|
| | <ul style="list-style-type: none"> » Several commenters also wanted to see additional services at a future transit center, including bathroom facilities for people waiting. » Establishing a transit center could be partnered with creating a shared park-and-ride at the Grocery Outlet or at any other location where a transit center may be located. | <ul style="list-style-type: none"> » Formally establish a shared park-and-ride with Grocery Outlet » Add transit shelters and/or benches to existing bus stops |
| Transit Stops | <ul style="list-style-type: none"> » Most transit stops within the city do not have a shelter or a bench. Adding these would make the ridership experience more comfortable for people who are waiting for the bus. | <ul style="list-style-type: none"> » Add shelters and/or benches to existing bus stops » As new service is added, build bus stops that are accessible |
| Potential Park and Ride Locations | <ul style="list-style-type: none"> » A park and ride could be valuable both for trips within Florence for those not wanting to drive on US 101, OR 126, or in downtown Florence » A park and ride could also be valuable as a meeting point for service between cities (to Yachats, Eugene, or Coos Bay) | <ul style="list-style-type: none"> » Explore establishing a park-and-ride at the Grocery Outlet at US 101/21st St » Explore establishing a park-and-ride at the Three Rivers Casino » Explore establishing a park-and-ride at the Florence Events Center (parking lot south of 6th St) |
| Potential Mobility Hub Locations | <ul style="list-style-type: none"> » As a first step in the formation of mobility hubs, Florence should identify one primary as well as one secondary mobility hub. The primary will be the priority for transportation infrastructure in the City of Florence and the secondary will be developed when funding already satisfies the needs of the primary. » Mobility hubs are most effective next to transit stops where other mobility options (bikeshare, carshare, scooters, etc.) are available. | <ul style="list-style-type: none"> » Explore establishing a primary mobility hub at the Grocery Outlet at US 101/21st St » Explore establishing a secondary mobility hub at the Port parking lot (1st St and Nopal St) » Explore establishing a secondary mobility hub at the Florence Events Center (parking lot south of 6th St) |

Intermodal Route Connectivity

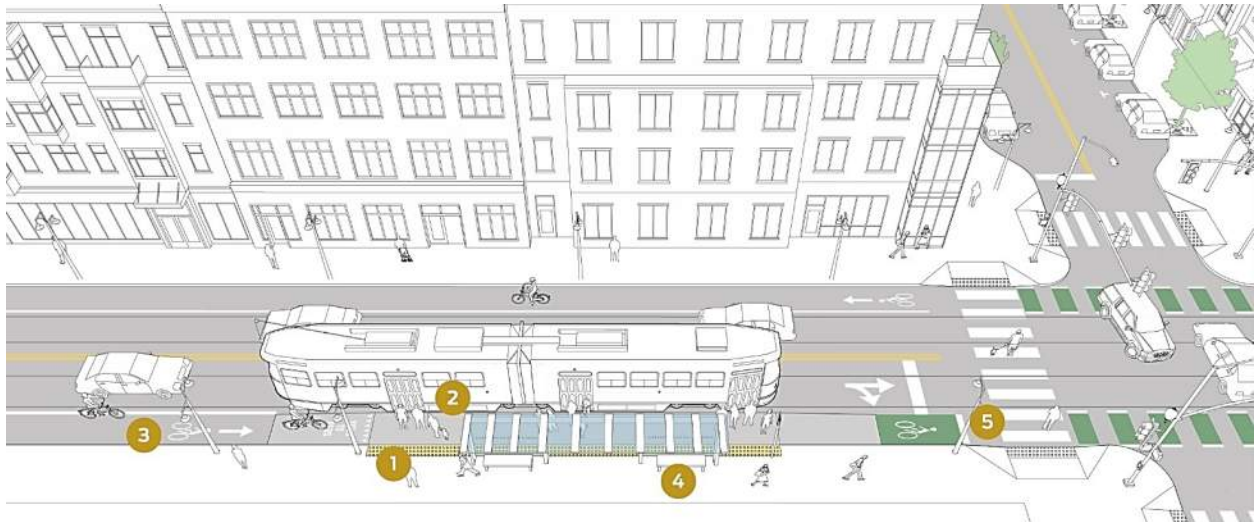
The future transit network was overlaid with existing bicycle and pedestrian facilities to understand intermodal route connectivity. Pedestrian facilities in Florence generally connect the arterial street network to bus stops. Bicycle facilities in Florence provide less connectivity to the transit system.



When considering roadways that need to support transit vehicles, bicycles, and private vehicles, there can be constrained right-of-way to accomplish the range of safety, connectivity, and mobility goals for a particular street. The National Association of City Transportation Officials (NACTO) Transit Street Design Guide was reviewed for potential intermodal route connectivity solutions. Based on the existing street widths and classifications, transit routes, and bicycle facility gaps in Florence, the following two solutions will be considered within the city.

- » Shared lanes with a mix of transit vehicles, bicycles, and private vehicles. The following recommendations are provided in the NACTO Transit Street Design Guide:
 - » This treatment is appropriate on roadways where bus volumes are moderate and/or where bus speeds are low
 - » Along segments where buses and bicyclists are not expected to pass each other, shared lanes may be 10 to 11 feet
 - » If passing is anticipated, shared lanes may be 13 feet wide
 - » For roadways where there is adjacent parking, the combined width of the shared lane and parking lane is recommended to be 19 to 21 feet wide
- » Shared cycle track stops. The following recommendations are provided in the NACTO Transit Street Design Guide:
 - » This treatment is appropriate on higher classification roadways where there are in-lane stops and a bike lane or protected bike lane along the segment
 - » Special consideration is needed for width of cycle track, placement of bicycle ramps, curbside activity restrictions, and proximity to turning traffic

Exhibit 2: Example Shared Cycle Track Stop Configuration from NACTO Transit Street Design Guide



1. Detectable warning strips and shark's teeth yield markings
2. Accessible waiting and boarding areas
3. Bike ramps that consider maintenance, visually impaired passengers, and curbside conflicts
4. Shelters that are transparent and open to the building side
5. Ensure bicyclists are visible for turning traffic and queue in front of transit vehicles



Source: NACTO Transit Street Design Guide (<https://nacto.org/publication/transit-street-design-guide/stations-stops/stop-configurations/shared-cycle-track-stop/>)

Freight

As detailed in *Tech Memo #3A: Transportation System Inventory*, OR 126 and US 101 (from the intersection of OR 126 south) are the designated ODOT freight routes in Florence. Additionally, the city has a policy of accommodating local freight traffic on Kingwood Street via 9th Street, 27th Street, and 35th Street.

Two of the major freight generators identified in *Tech Memo #3A* (Florence Municipal Airport and Florence Industrial Park) are located off Kingwood Street, as well as the City's Public Works Department building. Of the remaining freight generators, the city's four grocery stores are all located on US 101, and the Port of Siuslaw is accessible from OR 126 via Quince Street or from US 101 via 2nd Street.

The following alternatives were developed to address potential issues with freight traffic:

- » Ensure that planned pedestrian and bicycle improvements on City streets with local freight traffic (Kingwood Street, 9th Street, 27th Street, 35th Street, Quince Street, and 2nd Street) are designed to allow for safe and distinct space for all modes.
- » Develop policies related to maintenance along designated freight routes to ensure the facilities do not become degraded over time.
- » Develop policies related to pedestrian and bicycle facilities along designated freight routes to ensure greater separation of travel modes.
- » Establish truck loading zones within the downtown area and develop policies related to the use of the truck loading zones, specifically for businesses on Bay Street.

Rail

There are no rail facilities within Florence and the nearest passenger rail service is located in Eugene/Springfield. The Coos Bay Rail Link, a 134-mile rail line which runs between Eugene and Coos Bay and is operated by the Port of Coos Bay, crosses the Siuslaw River approximately 2.5 miles east of Florence.

The current TSP identifies the rail overpass at Cushman as deficient: the clearance over OR 126 was below the optimal 18 feet, and during high water or high tides, this section of OR 126 is prone to flooding. Raising the rail overpass would likely require a full railroad bridge replacement over the Siuslaw River, given how close the highway and the rail overpass are to the river. In 2012, a rough estimate for this project (raising the overpass and rebuilding the bridge) was \$100 million to \$150 million, well beyond the financial means for the Coos Bay Rail Link, the Port of Coos Bay, or the Port of Siuslaw. The current TSP includes a policy to "promote a feasibility study to identify solutions to the deficient rail overpass in Cushman, and support implementation of the chosen alternative."

The following alternatives were developed to address rail transportation:



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- » Work with Link Lane on adding runs or adjusting existing runs to better coordinate with Amtrak and Cascade POINT service at the Eugene Amtrack Station.

Air

The Florence Municipal Airport is the lone aviation facility in the city. The airport has a single, 3,000-foot paved and lighted runway and is open 24 hours a day, 7 days a week. The airport is home to 25 aircraft – 21 single engine planes, two helicopters, one multi-engine plane, and one jet plane – and there are an average of 134 aircraft operations per week.

The airport completed an Airport Master Plan Update in 2010, which the Florence City Council adopted. The current TSP also outlines projects and policies related to the airport. The project and policies from these two plans are outlined below:

- » Airport Master Plan Update projects
 - » Runway and Taxiway Extension (Phase 1): Construct the 400-foot north runway extension with a 200-foot displaced threshold for obstruction clearance.
 - » Runway and Taxiway Extension (Phase 2): Eliminate the 200-foot displaced threshold for Runway 15 by removing approximately 87,100 cubic yards of material from the sand dune.
 - » Runway and Taxiway Extension (Phase 3): Remove approximately 116,200 cubic yards of additional material from the sand dune.
 - » Non precision Instrument Approach: The development of an instrument approach is recommended for Runway 15/33.
 - » North Landside Development Area: The preferred alternative includes space reserved for development of additional conventional hangars, T-hangars and aircraft apron. As currently planned, the north landside area provides storage capacity for approximately 60 additional aircraft.
- » Other projects and policies
 - » As the use of the airport increases, and night operations become a reality, the City shall work with neighboring residential uses to minimize issues of noise and vibration.
 - » The City shall protect current and future viability of the airport and compatibility of land uses through the Public Airport Safety and Compatibility Overlay Zone and coordination with the Oregon Department of Aviation and the Federal Aviation Administration.
 - » Coordinate between the City of Florence and the Florence Municipal Airport on extending Pacific View Drive to Rhododendron Drive.

Safe Routes to School

Safe Routes to School (SRTS) plans make it safer for students to walk, bike, or take public transit to school. Safer routes encourage more walking and biking and provide convenient and



accessible options to and from school and in surrounding neighborhoods. SRTS programs include six components known as the Six E's: evaluation, education, encouragement, engineering, enforcement, and equity. This section provides a summary of the Six E's and identifies alternatives to be considered by the City.

SAFE ROUTES TO SCHOOL – SIX E'S

Education

The education component provides students and residents with information such as transportation options and the benefits of walking and biking to school. Education strategies for SRTS programs include identifying who needs to receive the information, what information needs to be shared, and how to convey the messages. Education components could include:

- » Educational videos
- » Structured skill practice training
- » Lessons integrated into classroom subjects
- » Media: radio, internet videos, newspaper articles, and television features

Encouragement

The encouragement component is most closely linked to the education component of a SRTS program. Encouragement strategies generate excitement and interest in walking and biking through events and activities. The encouragement component rewards participation and is used to increase the number of students who walk and bike to school. Encouragement strategies can be used to garner support for other SRTS components such as installing sidewalk. Encouragement components could include:

- » Special events, such as international walk to school events
- » Mileage clubs and contests
- » Ongoing activities
 - » Walking school bus or bicycle train
 - » Park and walk
 - » On-campus walking activities

Engineering

The engineering component of a SRTS program identifies design, implementation, operations and maintenance of physical improvements aimed at addressing specific needs which make walking and biking to school safer, more comfortable and convenient. An evaluation of the school environment is necessary to identify engineering problems and solutions. Engineering components could include:

- » Pedestrian and bicycle facilities: sidewalks, crosswalks, bike lanes, bicycle racks, etc.
- » Pedestrian and bicycle signage and signals equipment
- » Enhanced crossing treatments: curb extensions, raised median islands, flashing beacons



Enforcement

Enforcement is included as part of a SRTS program to reinforce the objectives of the program and deter unsafe traffic behaviors and encourage all road users to obey traffic laws and share the road safely. Enforcement strategies involve a network of community members who promote safe walking, biking and driving. Enforcement components could include:

- » Identifying unsafe behaviors
 - » Driver behaviors (e.g., speeding, failing to yield to pedestrians/bicyclists, running red lights, passing stopped school buses, parking in crosswalks, etc.)
 - » Pedestrian and bicyclist behaviors (e.g., not following direction of crossing guards, crossing at undesirable locations, riding in traffic, no wearing bike helmet, etc.)
- » Community enforcement (e.g., safety patrols, adult school crossing guards, neighborhood speed watch programs, etc.)
- » Law enforcement methods (e.g., speed trailers, active speed monitors, traffic complaint hotlines, photo enforcement, etc.)

Evaluation

The evaluation component assesses which strategies and approaches are successful. Evaluation of SRTS programs ensure that initiatives support equitable outcomes, identify unintended consequences or opportunities to improve effectiveness and ensure there are adequate resources to implement all components of a SRTS program. Evaluation components could include:

- » Data collection; surveys, observations
- » Information sharing
- » Walkability assessment
- » Records of citations

Equity

Equity in a SRTS program ensures that program initiatives are benefiting all demographic groups. This component is especially important to ensuring safe, healthy, and fair opportunities for low-income students, students of color, students of all genders, students with disabilities and others. Incorporating equity efforts into all components of a SRTS could include:

- » Assessing whether the recipient of education efforts reflect larger demographic patterns of the community
- » Ensuring encouragement activities are available to low-income students and students of color
- » Ensuring policy and physical improvements are implemented in low-income communities and communities of color
- » Ensuring law enforcement officers build trust with communities and do not target students of color, low-income students, or other community residents
- » Initiating efforts that decrease health disparities



SAFE ROUTES TO SCHOOL ALTERNATIVES

The SRTS alternatives considered for Florence are summarized below:

- » Work with the local school districts to develop SRTS plans.
- » Develop education programs that provide students with information on transportation options and the benefits of walking and biking to school.
- » Develop encouragement programs that generate excitement and interest in walking and biking through events and activities.
- » Continue to implement physical improvements to the transportation system aimed at making walking and biking to school safer, more comfortable and convenient.
- » Several alternatives are identified within the pedestrian and bicycle sections of this memorandum that could help the city further enhance the transportation system around schools.
- » Develop an evaluation program that assesses which strategies and approaches are successful.
- » Develop an equity program that ensures that program initiatives are benefiting all demographic groups.

Safety

Traffic safety plays an important role in developing the most appropriate alternatives for a given gap or deficiency, particularly in areas where real or perceived safety risks may prevent people from using more active travel modes, such as walking, biking, and taking transit. The real or perceived safety risks may reflect the crash history of an area or the physical and/or operational characteristics of the roadways (winding curves, steep grades, high traffic volumes, high travel speeds, excessive heavy vehicles, etc.). Several methodologies have been developed to analyze and identify alternatives for addressing traffic safety within an area. Many of which are documented in the Highway Safety Manual (HSM) as well as several other resources developed by ODOT for addressing safety along roadway segments, at intersections, and for pedestrian and bicyclists.

SAFETY COUNTERMEASURES

This section summarizes the countermeasures considered for implementation to address traffic safety along roadway segments, at intersections, and for pedestrians and bicyclists. Note: many of the countermeasures overlap, which illustrates how some countermeasures address multiple safety issues.

Roadway Segments

There are a variety of potential safety solutions that can be applied within Florence to address systemic crashes that occur along roadway segments, such as head-on collisions, sideswipes, and run off the road crashes as well as general speeding and other driver behaviors.

- » Enhanced signs and pavement markings for curves (with and without flashing beacons)
- » Tree/vegetation removal



- » Street lighting
- » Speed reduction treatments/traffic calming
- » Enhanced enforcement
- » Roadway reconfiguration

Intersections

There are a variety of potential safety solutions that can be applied within Florence to address systemic crashes that occur at intersections, such as angled crashes, turning movement crashes, rear-end crashes, and crashes that involve other travel modes (pedestrian, and bicycles).

- » Enhanced signs and pavement markings (e.g. stop signs, warning signs, and/or beacons)
- » Enhanced visibility of the intersection for entering vehicles (e.g. warning signs, street name signage on both sides of the road, and intersection lighting)
- » Application of traffic control devices (signs, markings and signals)
- » Signal improvements (e.g. signal timing, signal phasing)
- » Left-turn phasing (e.g. permitted, protected, permitted-protected)
- » Enhanced enforcement
- » Pedestrian and bicycle improvements (see below)
- » Intersection lighting
- » Speed reduction treatments/traffic calming
- » Roundabouts

Pedestrian and Bicycle

There are a variety of potential safety solutions that can be applied within Florence to address pedestrian and bicycle safety. The following provides a summary of the solutions by traffic control.

Signalized Intersections

Pedestrian Safety Solutions

- » Street lighting
- » Right-turn channelization
- » Countdown pedestrian heads
- » Leading pedestrian interval
- » Left-turn phasing
- » Vehicle turning movement restrictions
- » Curb extensions (bulb-outs, neck downs)

Bicycle Safety Solutions

- » Street lighting
- » Bicycle signal
- » Bicycle detection
- » Pavement markings
- » Right-turn channelization
- » Leading bicycle interval
- » Left-turn phasing
- » Vehicle turning movement restrictions
- » Protected intersection design
- » Forward bicycle queueing area (bike box)



Unsignalized intersections

Pedestrian Safety Solutions

- » Street lighting
- » Enhanced crossing treatments
- » Reduced curb radii
- » Pedestrian refuge island or median
- » Speed reduction treatments
- » Vehicle turning movement restrictions
- » Raised crosswalks

Bicycle Safety Solutions

- » Street lighting
- » Enhanced crossing treatments
- » Reduced curb radii
- » Skip Striping
- » Supplemental signs and markings
- » Bicycle boulevards
- » Longitudinal bike stencil
- » Speed reduction treatments
- » Vehicle turning movement restrictions
- » Strip bike lanes
- » Raised crossings

Roadway segment – No traffic control

Pedestrian Safety Solutions

- » Street lighting
- » In-roadway warning lights
- » Pedestrian-activated warning beacons
- » Access management
- » Sidewalks street lighting
- » Enhanced mid-block crossing treatments
- » Road reconfiguration
- » Pedestrian refuge island or median

Bicycle Safety Solutions

- » Access management
- » Bicycle route signage
- » Longitudinal bike stencil
- » Separated bike lanes
- » Dynamic warning signs
- » Enhanced mid-block crossing treatments
- » Street lighting
- » Restrict on-street parking
- » Road reconfiguration
- » Refuge Island or median

SAFETY ALTERNATIVES

The safety alternatives are summarized in Table 8. These alternatives are intended to address safety issues identified at the study intersections. Many of these alternatives will also address operational deficiencies described earlier in this memorandum. The alternatives shown in **bold** are identified in the current TSP.

Table 8: Safety Alternatives

| Intersection | Considerations | Alternatives |
|------------------------------------|--|--|
| ODOT Intersections | | |
| US 101/ Heceta Beach Rd | » Excess proportion of turn movement crashes | <ul style="list-style-type: none"> » Install advance intersection warning signs with flashing beacons » Install southbound dynamic speed feedback sign after entering Florence |



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| | | |
|---------------------------------------|--|--|
| | | <ul style="list-style-type: none"> » Provide traffic calming measures on US 101 approaching the intersection » Install intersection lighting |
| US 101/ Munsel Lake Rd | <ul style="list-style-type: none"> » Excess proportion of turn movement crashes | <ul style="list-style-type: none"> » Install advance intersection warning signs with flashing beacons » Evaluate need for traffic control modification (see intersection alternatives) » Provide traffic calming measures on US 101 approaching the intersection » Install intersection lighting |
| US 101/ 46th St | <ul style="list-style-type: none"> » Excess proportion of turn movement crashes | <ul style="list-style-type: none"> » Install advance intersection warning signs with flashing beacons » Provide traffic calming measures on US 101 approaching the intersection » Install street name signs » Install intersection lighting » Trim/remove vegetation |
| US 101/ OR 126 | <ul style="list-style-type: none"> » Excess proportion of rear-end crashes | <ul style="list-style-type: none"> » Provide traffic calming measures on US 101 and OR 126 approaching the intersection » Increase visibility of traffic signal heads (larger bulbs, reflective backplates, etc.) |
| US 101/ Rhododendron Dr | <ul style="list-style-type: none"> » Excess proportion of rear-end crashes | <ul style="list-style-type: none"> » Provide traffic calming measures on US 101 approaching the intersection » Increase visibility of traffic signal heads (larger bulbs, reflective backplates, etc.) |
| OR 126/ Quince St | <ul style="list-style-type: none"> » Intersection crash rate exceeds 90th percentile rate » Intersection crash rate exceeds critical crash rate » Excess proportion of angle crashes | <ul style="list-style-type: none"> » Evaluate need for traffic control modification (see intersection alternatives) » Provide traffic calming measures on OR 126 approaching the intersection » Install additional street lighting |

City Intersections

| | | |
|---|---|--|
| Rhododendron Dr/ Heceta Beach Rd | <ul style="list-style-type: none"> » Intersection crash rate exceeds 90th percentile rate » Excess proportion of angle crashes | <ul style="list-style-type: none"> » Install advance intersection warning signs on Heceta Beach Rd » Provide traffic calming measures on Heceta Beach Rd approaching the intersection » Trim vegetation in SE and SW corners to increase sight distance |
|---|---|--|



| | | |
|---|--|---|
| <p>Kingwood St/ 15th Street</p> | <ul style="list-style-type: none"> » Intersection crash rate exceeds 90th percentile rate | <ul style="list-style-type: none"> » Install intersection lighting » Install advance intersection warning signs on Kingwood St » Provide traffic calming measures on Kingwood St approaching the intersection » Trim vegetation in SE corner to increase sight distance |
| <p>Kingwood St/ 9th Street</p> | <ul style="list-style-type: none"> » Intersection crash rate exceeds 90th percentile rate » Intersection crash rate exceeds critical crash rate » Excess proportion of angle crashes | <ul style="list-style-type: none"> » Install advance intersection warning signs on 9th St » Evaluate need for traffic control modification (see intersection alternatives) » Install additional intersection lighting |

In addition to the Safety Alternatives identified in Table 8, several additional alternatives were considered along specific roadways:

- Heceta Beach Road – implement traffic calming/speed reduction treatments from Rhododendron Drive to US 101.
- Munsel Lake Road – implement traffic calming/speed reduction treatments from US 101 to N Fork Road.
- N Fork Road – implement traffic calming/speed reduction treatments from US 101 to Munsel Lake Road.
- Park Village Drive-Loop – implement traffic calming/speed reduction treatments around loop.

Local Street Connectivity

Most streets in Florence are classified as local streets. Many local streets were built on a grid system while others were built on a network of cul-de-sacs and stub streets, which limits the potential for future connections. These streets can be desirable to residents because they tend to have lower traffic volumes and travel speeds; however, cul-de-sacs and stub streets result in longer trip distances, increased reliance on arterials and collectors for local trips, and limited options for people to walk and bike to the places they want to go.

Incremental improvements to the street system can be planned carefully to provide route choices for motorists, cyclists, and pedestrians while accounting for potential neighborhood impacts. In addition, the quality of the transportation system can be improved by making connectivity improvements to the pedestrian and bicycle system separate from street connectivity, as discussed in the previous sections. The following summarizes the potential local street connection and extension opportunities within Florence.



LOCAL STREET CONNECTIONS

There are a number of areas within Florence that could experience future development or redevelopment, including in the southwest, south, and north parts of the City. Within these areas, there are opportunities for new local streets that could improve access and circulation for all travel modes. Figure 1 illustrates the location of the local street connections. The lines shown in Figure 1 represent potential connections and the general direction for the placement of the connection. In each case, the specific alignments and design will be determined upon development review.

Emerging Transportation Technologies

Transportation technologies are rapidly evolving, and cities are evaluating what steps they can take to be prepared. The challenge is that most emerging technologies are initiated by the private sector and can be difficult to predict. So how can cities use their money efficiently while also seeing the benefits of emerging technology? The following summarizes several steps the City can take to prepare for emerging technology.

TRANSPORTATION TECHNOLOGY LIAISON

A transportation technology liaison is someone who facilitates connections between the city and private sector companies offering various forms of emerging technologies. The liaison could be a City employee, an employee of a public or private organization, or a private contractor. The liaison role could also be developed in coordination with Lane County, University of Oregon, and/or others (see stakeholder connection for more potential roles and responsibilities of the liaison).

PUBLIC PARTNERSHIPS

Public partnerships are strategic partnerships with public entities in the region, state, or nation which can provide value to the City in the form of collaboration or other means depending on the partnership. The two primary public partnerships which may be most beneficial to the City are university partnerships and city partnerships.

- » University partnership can be beneficial to the City by providing them with a direct connection to students and research programs. In addition, the partnership can create student interest and engagement with the City and encourage students to come to Florence after completing their studies.
- » City partnerships can be beneficial to the City by allowing them to pool resources and collaborate on emerging technologies and to support users in the region so that emerging technologies do not stop at the city limits.

Private Sector Incentives

Private sector incentives are incentives provided to private sector companies that focus on emerging technologies to encourage them to operate in the City. These incentives could include financial assistance to help with the start-up cost or other incentives that lower the bar for operating within the City.



PRIVATE SECTOR POLICIES

As emerging technologies are primarily initiated by private sector companies, cities need to find a way to effectively work with these companies if they want to be supported by the emerging technologies. The primary connecting point of cities and private sector companies is through policy. Currently, the prime example of this interaction can be found in cities with micro mobility services, such as e-scooters. However, as private sector companies advance autonomous vehicle fleets and other technologies, these policies could become instrumental in maintaining a healthy transportation network. For example, policies that prevent an autonomous vehicle from using a specific cut through route and prioritizing routes that utilize the City's arterial network.

REVIEW CURRENT POLICIES

In addition to crafting new policy to accommodate emerging technologies, the review of current policies can be an effective first step to prepare the city for emerging technologies. Cities preparing for emerging technologies should review their current policies through the lens of the future technology they plan to accommodate. If the policy hinders or prohibits the desired future technology, alterations should be considered for that policy. Specifically, a review of the development code can be effective to find and alter policies that could prevent future flexible use areas as many innovative technologies push the boundaries of traditional land uses.

TECHNOLOGY INCUBATORS AND STARTUP LABS

As a focus on creative problem solving has emerged and startup businesses have begun to gain popularity, Technology Incubators and Startup Labs have become an effective means to foster innovation and entrepreneurship. Technology Incubators (commonly referred to as Incubators) and Startup Labs provide infrastructure for new ideas and emerging businesses to grow.

INFRASTRUCTURE

Investing in new infrastructure is often the first step cities take in preparing for emerging technologies. However, as emerging technologies are driven by the private sector, they can change rapidly and may not require major changes to the existing system to be effective. The following summarizes infrastructure improvements that could be useful to consider now in anticipation of the future transportation system.

EV Charging Stations

Electric vehicle (EV) charging stations are critical in accelerating the adoption of electric vehicles and other types of electric transportation. EV charging stations could be provided in many areas through the city to support the growing use of EVs. Potential locations in the City of Florence include: PeaceHealth Pease Harbor Medical Center, Old Town, Safeway, Fred Meyer, and the Three Rivers Casino Resort. Additionally, EV charging stations could be a requirement of private development.

Electric vehicle charging station funding is available through the Federal Highway Administration (FHWA) National Electric Vehicle Infrastructure (NEVI) formula funding program made available each fiscal year (FY) through FY 2026. In September 2022, it was announced the FHWA approved Oregon's state plan for \$100 million funding for EV charging infrastructure. About two-thirds of the funding must be spent along identified Alternative Fuel Corridors. The FHWA has identified 11 roads as Alternative Fuel Corridors including US 101. The remaining funds will be



used to close EV infrastructure gaps will be used for charging sites in rural and urban areas, underserved communities, and multi-family housing complexes. According to the Oregon National Electric Vehicle Infrastructure Plan, Oregon anticipates building out US 101 EV charging infrastructure with FY 2024 funding but has not yet identified where along US 101 infrastructure will be placed. EV charging stations may be provided in the City through NEVI funding.

Curb Management

As the city develops, curb management will become more important to ensure an efficient use of the space. The City should begin to develop curbside prioritization and management frameworks to help influence decision making based on user priority. Cities should evaluate how to allocate curbside priority for buses, bikes, freight, and individual vehicles. The National Association of City Transportation Officials (NACTO) Blueprint for Autonomous Urbanism provides, "a vision for how autonomous vehicles, and technology more broadly, can work in service of safe, sustainable, equitable, vibrant cities." The Blueprint asserts that autonomous vehicles offer opportunities for many benefits, however if not developed effectively could also exacerbate existing challenges and create new challenges. When an autonomous fleet becomes available to cities, parking in the quantity it is provided today will likely not be necessary. The City should begin to make plans for adaptive reuse of parking areas and find alternative uses for parking around the city, especially near mobility hubs. Considerations for pick-up drop-off zones at key destinations that are more likely to be used by mobility on demand, ride sharing, and taxi services.

CONNECT WITH STAKEHOLDERS ABOUT EMERGING TECHNOLOGIES

When adopting emerging technologies into the transportation system, it is important to connect with stakeholders prior to adoption to ensure the service can be offered throughout the city and surrounding area. The transportation needs of the community are not contained within the UGB of the city nor are the needs contained to only streets owned and operated by the City. Key stakeholders for the City include local residents, Lane County, and ODOT.

MOBILITY ON DEMAND & INNOVATIVE TRANSIT

Technology advances in ride hailing and other forms of transit (transportation with vehicles not owned by the user) have allowed for some innovative solutions to challenges that have been present in transportation systems for decades. These new transportation services are all in various phases of development and therefore some may not be practical at this time. A common service available now are services that offer mobility on demand such as Uber and Lyft. Mobility on demand is an effective way to offer a transportation alternative that is generally accepted among users around the world already. The addition of mobility on demand offers users a means to go directly from point A to point B without the need to park or return to a specific destination. Establishing these services in the area can also be used as an effective means to set up the city for a future autonomous shuttle service. Multiple mobility on demand service providers have programs developing autonomous technology. If a public-private relationship can be formed and Florence can be included in the service area, then this can open the door for an autonomous shuttle fleet that is funded/provided via private sector funding and through good policy practices these services can be regulated to function in the best interest of the city.



MOBILITY HUBS

Another major step Florence can take now is establishing mobility hubs within the city. Designating them early and building the infrastructure needed to support them is important to the success of the mobility hubs. As a first step in the formation of mobility hubs the City of Florence should identify one primary as well as one secondary mobility hub. The primary will be the priority for transportation infrastructure in the City of Florence and the secondary will be developed when funding already satisfies the needs of the primary. The Grocery Outlet area should be the primary mobility hub as this is currently the only location where the local transit service, The Rhody Express and the two intercity transit services, the Eugene-Florence Connector and Florence-Yachats Connector all operate and a potential secondary hub could be located somewhere in the vicinity of Old Town.

EMERGING TECHNOLOGY ALTERNATIVES

The following summarizes a list of discrete steps (primarily planning and policy related) that the City can take to be prepared for the emergence of new transportation technologies.

- » Create a Transportation Technology Liaison Role: This role should serve to carry out the listed tasks below.
- » Connect with cities in the surrounding area (Eugene), establish a service zone for any emerging technology coming to the area.
- » Develop partnerships and programs with Lane Community College and the University of Oregon to attract students.
- » Review the development code and create avenues for flexible uses.
- » Hold public outreach to determine which emerging technologies local residents are interested in.
- » Meet with ODOT, Lane County, and other relevant jurisdictions in the surrounding area and discuss emerging technologies.
- » Establish a primary and secondary mobility hub in the City.
- » Consider adding EV charging stations at key destinations (PeaceHealth Pease Harbor Medical Center, grocery stores, Three Rivers Casino Resort, and Old Town) and EV charging requirement to development code.
- » Invest in pick-up drop-off loops and adaptive reuse design for any parking structures/lots.
- » Allow multiple ride-hailing services and micromobility services (E-scooters, bike share, etc.) to be established in Florence.

Parking Management Strategies

The parking study prepared prior to the start of this project indicates that on- and off-street parking demand is generally below the *effective capacity* of the parking supply throughout most of the study area except Old Town. On- and off-street parking demand in Old Town currently exceeds *effective capacity* during the weekday and weekend peak time periods and is projected to continue to exceed *effective capacity* in the future.



This section identifies several parking policies and strategies the City could implement in Old Town to manage parking demand while improving access and circulation for all travel modes. Many of these strategies could be applied throughout the city to address similar issues if/when they arise. The policies and strategies are organized into five categories as described below.

USER INFORMATION

The first step to improving parking conditions within Old Town is to improve user information. Many parking issues can be improved or resolved with more effective communication about the location, purpose, and availability of parking as well as information about other methods of accessing a destination (e.g., walking, biking, taking transit, etc.).

Old Town attracts many out-of-town visitors who may not have extensive knowledge about parking or alternative transportation options within the city. User information could provide people with information they need to understand the local parking system and the most appropriate ways to use it. The user information policies and strategies that could be implemented within Old Town include:

- » Establish consistent branding for public parking facilities, such as a common “P”
- » Install wayfinding and signage to help locate available parking
- » Develop neighborhood parking maps and post them online and in prominent areas
- » Develop *How to Park* or *How to Access Old Town* resources and post them online
- » Coordinate with community destinations to develop and distribute materials
- » Conduct stakeholder outreach and education to inform public about parking options
- » Create a parking ambassador position to provide information and guidance
- » Collect and distribute real-time information about parking conditions at key locations

TRANSPORTATION DEMAND MANAGEMENT

The next step in improving parking conditions within Old Town is implementing Transportation Demand Management (TDM) programs and strategies to reduce parking demand by promoting active modes of transportation for commute and non-commute trips. These programs and strategies are particularly effective in reducing parking demand generated by employees of local businesses and supporting alternative modes of accessing local destinations by residents and visitors. The TDM policies and strategies that could be implemented within Old Town are summarized below. A detailed description of potential TDM measures is also provided later in this memorandum.

- » Improve pedestrian and bicycle facilities (e.g., sidewalks, bike lanes, safe crossings, bike racks)
- » Improve transit facilities and services (e.g., frequency, hours of operation, stop amenities)
- » Increase transit supportive programs and services (e.g., free transit passes, trip planning)
- » Improve safety and security (e.g., neighborhood watch, community policing, special police patrols, improved lighting, pedestrian escorts, monitoring of facilities)



PARKING MANAGEMENT

The tools and strategies below are intended to encourage more efficient use of the existing parking supply and improve the quality of service provided to parking users. When parking demand regularly exceeds the *effective capacity* of the parking supply, these tools and strategies can be used to help manage parking.

- » Require good neighbor agreements between local businesses and associations
- » Establish parking collaborative to align the City's interests with local businesses
- » Implement/recalibrate time limits and/or user restrictions
- » Establish parking zones (e.g., loading zones, pick-up/drop-off zones)
- » Implement and manage an area parking permit program
- » Implement and manage a paid parking program
- » Complete a neighborhood audit – this was completed as part of the parking study
- » Monitor, measure and evaluate the performance of the parking system

ENFORCEMENT

The following tools and strategies are intended to improve enforcement of parking management strategies. Almost all parking management strategies require regular enforcement to be effective. In general, parking enforcement should be frequent, fair, friendly, and designed to encourage proper parking behavior, not to discourage users from accessing an area.

- » Implement regular parking enforcement of parking requirements
- » Implement focused enforcement in problematic areas
- » Issue warnings to first time parking violators
- » Implement a periodic ticket forgiveness program to improve the perception of parking enforcement and clear a potential backlog of unpaid parking tickets
- » Extend enforcement hours as necessary to reflect the needs of Old Town
- » Implement a graduated citation structure that is lenient on infrequent or first time violators and more punitive on repeat offenders

INCREASE THE PARKING SUPPLY

The following tools and strategies are intended to increase the parking supply. Generally speaking, constructing relatively large amounts of new parking should be a last resort, as it is a major investment that has a long life and can significantly alter the character and landscape of an area. Constructing new parking areas can also be difficult in locations with space constraints, such as Old Town.

- » Convert no-parking areas to parking areas, particularly in areas where existing restrictions are no longer needed
- » Create motorcycle or compact vehicle parking in areas that are insufficient for a regular parking stall



- » Reconfigure existing off-street parking facilities to identify additional space for parking
- » Restripe parallel parking to angled parking (e.g., front-in or back-in angle parking)
- » Convert travel lanes to parking lanes during off-peak periods or on a permanent basis
- » Establish remote parking areas that are served by transit to relocate parking demand to the fringe area of the community
- » Allow multiple proximate land uses to share a common parking supply, particularly if peak parking demand occurs at different times
- » Establish public-private partnerships to open access to existing private parking facilities or construct new parking (for instance, through co-financing) to serve both site-specific users and the general public.
- » Construct a new parking facility - If all other parking management tools and strategies have been implemented and parking demand continues to exceed the *effective capacity* of the parking supply, it may be necessary to construct a new parking facility.

Strategies for Old Town

Florence's Old Town neighborhood, centered around Bay Street and the city's waterfront along the Siuslaw River, is the city's downtown with a wide range of dining and shopping options. The neighborhood, with a tight street grid, is a reasonably accessible place to get around by foot, bike, or car. While there are sidewalks on most streets, the sidewalk network isn't complete in all places, and not all curb ramps are accessible for people with mobility devices. Conversely, there is limited to no bicycle infrastructure for anyone getting around. Parking can sometimes be an issue along Bay Street, but the neighborhood generally has ample parking availability, as found in the City's *Parking Data Collection Assessment Summary* from June 2021.

Like many communities, the Old Town neighborhood has added outdoor dining during the COVID-19 pandemic. This approach to using street space for non-automotive use should foster a renewed focus on improving accessibility for all modes to the city's downtown. Table 9 below outlines all of the walking, biking, transit, and freight alternatives, and general accessibility is a broad theme. The alternatives shown in **bold** are identified in the current TSP.

Table 9: Old Town Alternatives

| Roadway | Considerations | Alternatives |
|-----------------------------------|--|--|
| Street System Alternatives | | |
| Bay Street | » Narrow sidewalks with limited opportunities for outdoor seating | » Convert to one-way westbound » Convert to one-way eastbound |
| US 101 Bridge to Nopal Street | » Limited pedestrian and bicycle facilities and ADA accommodation » Limited parking opportunities | » Convert to a festival Street – Restrict vehicle traffic during events through use of removable bollards » Complete a streetscape plan |



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Pedestrian Alternatives

| | | |
|--|--|---|
| 2nd St US 101 to Harbor St | <ul style="list-style-type: none"> » Sidewalk gaps and narrow sidewalks on both sides » Enhanced crosswalk at US 101/2nd St » Connects US 101 and OR 126 via Quince St | <ul style="list-style-type: none"> » Fill sidewalk gaps within Old Town » Reconstruct existing sidewalks with landscape strips » Install enhanced crossings at Nopal St, Oak St, Harbor St (e.g., marked crosswalks with curb extensions) |
| Bay St Kingwood St to Maple St | <ul style="list-style-type: none"> » Complete sidewalks on both sides » High level of traffic stress (narrow sidewalk width, no buffer) | <ul style="list-style-type: none"> » Reconstruct sidewalks to increase width » Install curb extensions at Kingwood St, Laurel St, Maple St, and mid-block by the boardwalk » Install mid-block crosswalk at Bay St/ Nopal St corner by the boardwalk » Develop a streetscape design plan |
| Laurel St-Old Town Wy US 101 to Maple St | <ul style="list-style-type: none"> » Sidewalk gaps on Laurel St and Old Town Wy » Streets run through downtown Florence and connect to US 101 | <ul style="list-style-type: none"> » Fill sidewalk gaps on both sides |
| Maple St US 101 to Bay St | <ul style="list-style-type: none"> » Sidewalk gaps on one side » Connects US 101 with downtown Florence | <ul style="list-style-type: none"> » Fill in sidewalk gaps on one side |

Bicycle Alternatives

| | | |
|--|---|--|
| 2nd St US 101 to Harbor St | <ul style="list-style-type: none"> » Shared lane pavement markings exist from Maple St to the east » Approximately 20-foot lanes (including on-street parking) | <ul style="list-style-type: none"> » Do nothing » Extend shared lane pavement markings from Maple St to US 101 |
| Bay St Kingwood St to Maple St | <ul style="list-style-type: none"> » No existing bike infrastructure » Low level of bicycle traffic stress » Commercial center of Florence with lots of pedestrians » Public input seeks to improve walking and biking experience | <ul style="list-style-type: none"> » Do nothing » Add shared lane pavement markings |
| Laurel St-Old Town Wy US 101 to Maple St | <ul style="list-style-type: none"> » No existing bike infrastructure » Streets run through downtown Florence and connect to US 101 | <ul style="list-style-type: none"> » Do nothing » Add shared lane pavement markings |
| Maple St US 101 to Bay St | <ul style="list-style-type: none"> » No existing bike infrastructure » Connects US 101 with downtown Florence | <ul style="list-style-type: none"> » Do nothing » Add shared lane pavement markings |



| Transit Alternatives | |
|---|--|
| Potential Mobility Hub Locations | <ul style="list-style-type: none"> » As a first step in the formation of mobility hubs, Florence should identify one primary as well as one secondary mobility hub. The primary will be the priority for transportation infrastructure in the City of Florence and the secondary will be developed when funding already satisfies the needs of the primary. » Mobility hubs are most effective next to transit stops where other mobility options (bikeshare, carshare, scooters, etc.) are available. » Explore establishing a secondary mobility hub at the Port parking lot (1st St and Nopal St) |
| Freight Alternatives | |
| Old Town | <ul style="list-style-type: none"> » Trucks frequently double park to make deliveries » Deliveries occur at all times of the day » Establish truck loading zones within the downtown area and develop policies related to the use of the truck loading zones, specifically for businesses on Bay Street. |

Funding Programs

The following summarizes current and potential future funding sources for transportation improvements.

CURRENT AND POTENTIAL FUTURE FUNDING SOURCES

The city of Florence currently received funding from the state gas tax, which is comprised of proceeds from excise taxes imposed by the state and federal government, and from several local sources, including transportation system development charges (SDCs), franchise fees for solid waste processing, intergovernmental revenues from formula funding and grants, a street lighting fee, and interest income and transfers.

Based on the current transportation funding sources identified above, Florence will likely need to identify additional funding sources that can be dedicated to transportation-related capital improvement projects over the next 20 years. The City will likely rely upon transportation improvements grants, partnerships with regional and state agencies, and other funding sources to help implement future transportation-related improvements. Table 10 summarizes the funding opportunities and identifies the intended use of the funds and any applicable project types.

Table 10: Funding Opportunities Summary

| Funding Source | Intended Use |
|--|---|
| <i>Federal Sources</i> | |
| Infrastructure Investment and Jobs Act (IIJA) | The bipartisan infrastructure bill signed into law in 2021 to fund road, bridge, bicycling, and pedestrian improvements |



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| | |
|---|---|
| Surface Transportation Block Grant (STBG) Program | Preserve and improve surface transportation investments from a flexible funding source |
| TA Set-Aside | Smaller-scale transportation projects |
| Congestion Mitigation and Air Quality (CMAQ) Improvement Program | Support programs that reduce emissions from transportation-related activities |
| Highway Safety Improvement Program (HSIP) | Reduce traffic fatalities and serious injuries on all public roads |
| Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants | Road, rail, transit, and port projects that achieve national objectives and have significant local and regional impact |
| Recreational Trails | Develop and maintain recreational trails and trail-related facilities |
| National Highway Performance Program (NHPP) | Projects that improve conditions along NHS Routes |
| State Sources | |
| Statewide Transportation Improvement Program (STIP) | Multi-modal projects on federal, state, and local facilities |
| State Highway Trust Fund | Bicycle and pedestrian infrastructure improvements |
| Sidewalk Improvement Program (SWIP) | Projects that enable people to move across or around the state highway system |
| Safe Routes to School (SRTS) | Projects that improve safety for children walking or biking to school |
| All Roads Transportation Safety (ARTS) | Projects that address hotspot and systemic safety issues and concerns (roadway departure, intersection safety, and bicycle and pedestrian safety); part of STIP program and utilizes federal HSIP funds |
| Oregon Community Paths (OCP) Program | Create and maintain connections through shared-use paths |
| House Bill 2017 | Create a steady funding stream for statewide transportation improvements |
| Local Sources | |
| SDCs | Increase capacity of transportation system to accommodate growth |
| Tax-Increment Financing (TIF) | Provide additional funding for transportation infrastructure |
| Local Fuel Tax | Adds a tax on top of gasoline costs that support street operation, maintenance, and preservation |
| Local Improvement Districts (LIDs) | Pools funds from property owners to make local transportation improvements |



| | |
|--|---|
| Economic Improvement Districts (EIDs) | Pools funds from area businesses to make improvements in the business district. |
| Urban Renewal/Tax Increment Financing | Raises revenue from increased property values in an area to fund localized improvements |
| Local Bond Measures | Asks voters for bond funding to finance a set list of infrastructure investments |
| Street Utility Fee/Road Maintenance Fee | Calculates trips generated for land uses and charges owners a fee relative to the number of trips |

Development Code Amendments

Oregon Administrative Rule (OAR) 660, Division 12, also known as the Transportation Planning Rule (TPR), defines the necessary elements of a local TSP and how to implement Statewide Planning Goal 12 – Transportation. The overall purpose of the TPR is to provide and encourage a safe, convenient, and economic transportation system. The rule also implements provisions of other statewide planning goals related to transportation planning in order to plan and develop transportation facilities and services in close coordination with urban and rural development. The TPR directs TSPs to integrate comprehensive land use planning with transportation needs and to promote multi-modal systems that make it more convenient for people to walk, bicycle, use transit and drive less. The Florence TSP must be consistent with the TPR, which was amended most recently in 2022.

The TPR requires cities to prepare local TSPs that are consistent with the Oregon Transportation Plan (OTP); Technical Memorandum #1 (Plans and Policy Review) addresses the OTP and other background documents that will be referenced in updating the TSP. Attachment C contains a review of the City's Development Code for compliance with the TPR. The table contained in Attachment C describes how Development Code requirements meet particular TPR sections. The table provides a list of recommended Development Code amendments, recommended modifications that may be necessary to implement the updated TSP, or where local requirements could be strengthened to be more consistent with the TPR. To the extent necessary, suggested draft code language will be prepared at the implementation phase of the TSP update project that supports the policies and recommendations of the draft TSP.

Transportation Demand Management

Transportation Demand Management (TDM) is a general term used to describe any action that removes single occupancy vehicle (SOV) trips from the roadway during peak time periods. As population and employment increase in the city, the number of trips will also increase. The ability to change travel behavior and provide alternative modes will help accommodate the growth in trips without the need for significant investments in new infrastructure. A major focus of TDM is on major employers; however, there are many things the City can do to support TDM implementation. The following summarizes TDM alternatives that can be applied by the City.

- » Learn about TDM and the role it can play in achieving local planning objectives
- » Encourage and require local businesses to implement TDM solutions
- » Work to build partnerships with community organizations to support TDM implementation.



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- » Help create TDM programs to provide local TDM services
- » Improve non-motorized transportation facilities, public transit services, and other transportation services
- » Support carshare, ridesharing, bikeshare, e-scooters, and other micromobility services
- » Apply more comprehensive transportation planning, including multimodal level of service indicators when evaluating transportation improvements
- » Implement TDM strategies, such as commute trip reductions programs for employees, and special transportation management when sponsoring events that attract crowds.

TDM strategies help achieve many of the City's goals, including reduced traffic congestion, reduced parking demand, improved mobility for non-drivers, improved community livability, improved public fitness and health, and others.

Attachments

- A. Intersection Operations Analysis Worksheets
- B. Enhanced Crossing Treatments
- C. Development Code Review

Attachment A Intersection Operations
Analysis Worksheets

HCM 6th Signalized Intersection Summary
 2: US 101 & Private Dwy./Munsel Lake Road

Traffic Signal Alternative

10/11/2023



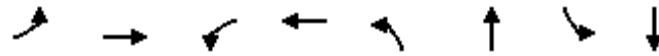
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|-------|------|------|
| Lane Configurations | | ↔ | | ↖ | ↗ | | ↖ | ↑ | ↗ | ↖ | ↗ | |
| Traffic Volume (veh/h) | 0 | 0 | 6 | 216 | 0 | 181 | 4 | 759 | 203 | 184 | 598 | 1 |
| Future Volume (veh/h) | 0 | 0 | 6 | 216 | 0 | 181 | 4 | 759 | 203 | 184 | 598 | 1 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.98 | 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 | 1750 | 1750 | 1300 | 1300 | 1750 | 1436 | 726 | 1491 | 1381 | 1163 | 1409 | 1750 |
| Adj Flow Rate, veh/h | 0 | 0 | 6 | 232 | 0 | 195 | 4 | 816 | 218 | 198 | 643 | 1 |
| 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, % | 0 | 0 | 33 | 33 | 0 | 23 | 75 | 19 | 27 | 43 | 25 | 0 |
| Cap, veh/h | 0 | 0 | 350 | 308 | 0 | 350 | 179 | 837 | 643 | 171 | 907 | 1 |
| Arrive On Green | 0.00 | 0.00 | 0.24 | 0.24 | 0.00 | 0.24 | 0.01 | 0.56 | 0.56 | 0.09 | 0.64 | 0.64 |
| Sat Flow, veh/h | 0 | 0 | 1483 | 1064 | 0 | 1483 | 692 | 1491 | 1146 | 1108 | 1406 | 2 |
| Grp Volume(v), veh/h | 0 | 0 | 6 | 232 | 0 | 195 | 4 | 816 | 218 | 198 | 0 | 644 |
| Grp Sat Flow(s),veh/h/ln | 0 | 0 | 1483 | 1064 | 0 | 1483 | 692 | 1491 | 1146 | 1108 | 0 | 1408 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.4 | 25.3 | 0.0 | 13.7 | 0.3 | 62.8 | 12.2 | 10.5 | 0.0 | 35.4 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.4 | 25.7 | 0.0 | 13.7 | 0.3 | 62.8 | 12.2 | 10.5 | 0.0 | 35.4 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 0 | 0 | 350 | 308 | 0 | 350 | 179 | 837 | 643 | 171 | 0 | 908 |
| V/C Ratio(X) | 0.00 | 0.00 | 0.02 | 0.75 | 0.00 | 0.56 | 0.02 | 0.97 | 0.34 | 1.16 | 0.00 | 0.71 |
| Avail Cap(c_a), veh/h | 0 | 0 | 357 | 314 | 0 | 357 | 205 | 850 | 653 | 171 | 0 | 908 |
| 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) | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 34.7 | 44.6 | 0.0 | 39.8 | 14.0 | 25.2 | 14.1 | 34.9 | 0.0 | 13.7 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 9.7 | 0.0 | 1.9 | 0.0 | 24.6 | 0.3 | 118.9 | 0.0 | 2.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.0 | 0.1 | 7.5 | 0.0 | 5.2 | 0.0 | 26.6 | 3.2 | 10.7 | 0.0 | 11.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 0.0 | 34.7 | 54.2 | 0.0 | 41.7 | 14.0 | 49.8 | 14.4 | 153.8 | 0.0 | 16.3 |
| LnGrp LOS | A | A | C | D | A | D | B | D | B | F | A | B |
| Approach Vol, veh/h | | 6 | | | 427 | | | 1038 | | | | 842 |
| Approach Delay, s/veh | | 34.7 | | | 48.5 | | | 42.2 | | | | 48.7 |
| Approach LOS | | C | | | D | | | D | | | | D |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 15.0 | 71.0 | | 32.4 | 5.1 | 80.9 | | 32.4 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | 10.5 | 67.5 | | 28.5 | 5.0 | 73.0 | | 28.5 | | | | |
| Max Q Clear Time (g_c+I1), s | 12.5 | 64.8 | | 2.4 | 2.3 | 37.4 | | 27.7 | | | | |
| Green Ext Time (p_c), s | 0.0 | 1.7 | | 0.0 | 0.0 | 5.3 | | 0.2 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 45.7 | | | | | | | | |
| HCM 6th LOS | | | | D | | | | | | | | |

Queues

4: US 101 & 35th Street

Restripe Alternative

10/11/2023



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 164 | 244 | 35 | 93 | 116 | 992 | 46 | 1010 |
| v/c Ratio | 0.68 | 0.67 | 0.27 | 0.27 | 0.44 | 0.65 | 0.15 | 0.79 |
| Control Delay | 48.6 | 32.5 | 36.4 | 24.9 | 10.8 | 15.2 | 6.2 | 22.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 48.6 | 32.5 | 36.4 | 24.9 | 10.8 | 15.2 | 6.2 | 22.0 |
| Queue Length 50th (ft) | 76 | 77 | 15 | 27 | 20 | 193 | 8 | 210 |
| Queue Length 95th (ft) | #218 | #231 | 51 | 83 | 38 | 262 | 18 | 299 |
| Internal Link Dist (ft) | | 1885 | | 563 | | 1469 | | 3402 |
| Turn Bay Length (ft) | 225 | | 150 | | 150 | | 100 | |
| Base Capacity (vph) | 240 | 363 | 132 | 342 | 431 | 2007 | 536 | 1915 |
| 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 | 0.68 | 0.67 | 0.27 | 0.27 | 0.27 | 0.49 | 0.09 | 0.53 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
6: US 101 & 27th Street

Traffic Signal Alternative

10/11/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↗ | ↕ | | ↗ | ↕ | |
| Traffic Volume (veh/h) | 15 | 0 | 40 | 1 | 0 | 24 | 30 | 1065 | 2 | 14 | 1030 | 21 |
| Future Volume (veh/h) | 15 | 0 | 40 | 1 | 0 | 24 | 30 | 1065 | 2 | 14 | 1030 | 21 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 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 | 1463 | 1750 | 1313 | 1750 | 1750 | 1409 | 1504 | 1518 | 1750 | 1231 | 1422 | 1204 |
| Adj Flow Rate, veh/h | 16 | 0 | 43 | 1 | 0 | 26 | 32 | 1133 | 2 | 15 | 1096 | 22 |
| 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 |
| Percent Heavy Veh, % | 21 | 0 | 32 | 0 | 0 | 25 | 18 | 17 | 0 | 38 | 24 | 40 |
| Cap, veh/h | 177 | 1 | 92 | 121 | 1 | 124 | 395 | 1872 | 3 | 370 | 1716 | 34 |
| Arrive On Green | 0.08 | 0.00 | 0.08 | 0.08 | 0.00 | 0.08 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 |
| Sat Flow, veh/h | 398 | 11 | 1101 | 46 | 11 | 1484 | 440 | 2954 | 5 | 354 | 2708 | 54 |
| Grp Volume(v), veh/h | 59 | 0 | 0 | 27 | 0 | 0 | 32 | 553 | 582 | 15 | 547 | 571 |
| Grp Sat Flow(s),veh/h/ln | 1510 | 0 | 0 | 1541 | 0 | 0 | 440 | 1442 | 1517 | 354 | 1351 | 1411 |
| Q Serve(g_s), s | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 7.3 | 7.3 | 0.8 | 7.9 | 7.9 |
| Cycle Q Clear(g_c), s | 1.1 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 9.5 | 7.3 | 7.3 | 8.1 | 7.9 | 7.9 |
| Prop In Lane | 0.27 | | 0.73 | 0.04 | | 0.96 | 1.00 | | 0.00 | 1.00 | | 0.04 |
| Lane Grp Cap(c), veh/h | 270 | 0 | 0 | 246 | 0 | 0 | 395 | 914 | 961 | 370 | 856 | 894 |
| V/C Ratio(X) | 0.22 | 0.00 | 0.00 | 0.11 | 0.00 | 0.00 | 0.08 | 0.61 | 0.61 | 0.04 | 0.64 | 0.64 |
| Avail Cap(c_a), veh/h | 974 | 0 | 0 | 958 | 0 | 0 | 572 | 1494 | 1572 | 513 | 1400 | 1462 |
| 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 | 13.9 | 0.0 | 0.0 | 13.6 | 0.0 | 0.0 | 6.5 | 3.5 | 3.5 | 5.9 | 3.6 | 3.6 |
| Incr Delay (d2), s/veh | 0.4 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.1 | 0.7 | 0.6 | 0.0 | 0.8 | 0.8 |
| 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 | 0.3 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.1 | 0.5 | 0.5 | 0.0 | 0.5 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 14.3 | 0.0 | 0.0 | 13.8 | 0.0 | 0.0 | 6.6 | 4.1 | 4.1 | 5.9 | 4.4 | 4.4 |
| LnGrp LOS | B | A | A | B | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 59 | | | 27 | | | 1167 | | | 1133 | |
| Approach Delay, s/veh | | 14.3 | | | 13.8 | | | 4.2 | | | 4.4 | |
| Approach LOS | | B | | | B | | | A | | | A | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 24.7 | | 7.2 | | 24.7 | | 7.2 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 33.0 | | 18.0 | | 33.0 | | 18.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 11.5 | | 3.1 | | 10.1 | | 2.5 | | | | |
| Green Ext Time (p_c), s | | 8.7 | | 0.2 | | 8.7 | | 0.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 4.6 | | | | | | | | |
| HCM 6th LOS | | | | A | | | | | | | | |

HCM Signalized Intersection Capacity Analysis
7: US 101 & 15th Street

Traffic Signal Alternative

10/11/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|-------|------|------|------|------|------|-------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↕ | ↕ | | ↕ | ↕ | |
| Traffic Volume (vph) | 34 | 4 | 22 | 17 | 4 | 22 | 32 | 1125 | 11 | 21 | 1056 | 36 |
| Future Volume (vph) | 34 | 4 | 22 | 17 | 4 | 22 | 32 | 1125 | 11 | 21 | 1056 | 36 |
| Ideal Flow (vphpl) | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 | 1750 |
| Total Lost time (s) | | 4.5 | | | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | | 1.00 | | | 1.00 | | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frbp, 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 | | 0.95 | | | 0.93 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flt Protected | | 0.97 | | | 0.98 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 1353 | | | 1078 | | 1308 | 2765 | | 1445 | 2734 | |
| Flt Permitted | | 0.80 | | | 0.84 | | 0.23 | 1.00 | | 0.22 | 1.00 | |
| Satd. Flow (perm) | | 1111 | | | 925 | | 316 | 2765 | | 329 | 2734 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 36 | 4 | 23 | 18 | 4 | 23 | 34 | 1184 | 12 | 22 | 1112 | 38 |
| RTOR Reduction (vph) | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 1 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 0 | 42 | 0 | 0 | 24 | 0 | 34 | 1195 | 0 | 22 | 1147 | 0 |
| Confl. Peds. (#/hr) | 4 | | | | | 4 | 2 | | 3 | 3 | | 2 |
| Confl. Bikes (#/hr) | | | | | | | | | 1 | | | 2 |
| Heavy Vehicles (%) | 20% | 67% | 10% | 46% | 0% | 56% | 27% | 20% | 25% | 15% | 21% | 19% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Actuated Green, G (s) | | 4.5 | | | 4.5 | | 33.9 | 33.9 | | 33.9 | 33.9 | |
| Effective Green, g (s) | | 4.5 | | | 4.5 | | 33.9 | 33.9 | | 33.9 | 33.9 | |
| Actuated g/C Ratio | | 0.09 | | | 0.09 | | 0.72 | 0.72 | | 0.72 | 0.72 | |
| Clearance Time (s) | | 4.5 | | | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | 105 | | | 87 | | 226 | 1977 | | 235 | 1955 | |
| v/s Ratio Prot | | | | | | | | c0.43 | | | | 0.42 |
| v/s Ratio Perm | | c0.04 | | | 0.03 | | 0.11 | | | 0.07 | | |
| v/c Ratio | | 0.40 | | | 0.28 | | 0.15 | 0.60 | | 0.09 | 0.59 | |
| Uniform Delay, d1 | | 20.2 | | | 19.9 | | 2.2 | 3.4 | | 2.1 | 3.3 | |
| Progression Factor | | 1.00 | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 2.5 | | | 1.7 | | 0.3 | 0.5 | | 0.2 | 0.5 | |
| Delay (s) | | 22.7 | | | 21.7 | | 2.5 | 3.9 | | 2.2 | 3.8 | |
| Level of Service | | C | | | C | | A | A | | A | A | |
| Approach Delay (s) | | 22.7 | | | 21.7 | | | 3.9 | | | 3.7 | |
| Approach LOS | | C | | | C | | | A | | | A | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|-----|
| HCM 2000 Control Delay | 4.6 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.58 | | |
| Actuated Cycle Length (s) | 47.4 | Sum of lost time (s) | 9.0 |
| Intersection Capacity Utilization | 47.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

HCM 6th Signalized Intersection Summary

7: US 101 & 15th Street

10/11/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↗ | ↕ | | ↗ | ↕ | |
| Traffic Volume (veh/h) | 34 | 4 | 22 | 17 | 4 | 22 | 32 | 1125 | 11 | 21 | 1056 | 36 |
| Future Volume (veh/h) | 34 | 4 | 22 | 17 | 4 | 22 | 32 | 1125 | 11 | 21 | 1056 | 36 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.99 | | 0.99 | 0.99 | | 0.99 | 1.00 | | 0.98 | 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 | 1477 | 835 | 1614 | 1122 | 1750 | 986 | 1381 | 1477 | 1409 | 1545 | 1463 | 1491 |
| Adj Flow Rate, veh/h | 36 | 4 | 23 | 18 | 4 | 23 | 34 | 1184 | 12 | 22 | 1112 | 38 |
| 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 |
| Percent Heavy Veh, % | 20 | 67 | 10 | 46 | 0 | 56 | 27 | 20 | 25 | 15 | 21 | 19 |
| Cap, veh/h | 201 | 12 | 29 | 200 | 34 | 93 | 354 | 1792 | 18 | 360 | 1726 | 59 |
| Arrive On Green | 0.11 | 0.11 | 0.11 | 0.11 | 0.11 | 0.11 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 |
| Sat Flow, veh/h | 347 | 104 | 260 | 495 | 298 | 829 | 392 | 2845 | 29 | 420 | 2740 | 94 |
| Grp Volume(v), veh/h | 63 | 0 | 0 | 45 | 0 | 0 | 34 | 584 | 612 | 22 | 564 | 586 |
| Grp Sat Flow(s),veh/h/ln | 711 | 0 | 0 | 1622 | 0 | 0 | 392 | 1403 | 1471 | 420 | 1390 | 1444 |
| Q Serve(g_s), s | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 9.2 | 9.2 | 1.2 | 8.8 | 8.8 |
| Cycle Q Clear(g_c), s | 3.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 10.9 | 9.2 | 9.2 | 10.4 | 8.8 | 8.8 |
| Prop In Lane | 0.57 | | 0.37 | 0.40 | | 0.51 | 1.00 | | 0.02 | 1.00 | | 0.06 |
| Lane Grp Cap(c), veh/h | 242 | 0 | 0 | 327 | 0 | 0 | 354 | 884 | 927 | 360 | 876 | 910 |
| V/C Ratio(X) | 0.26 | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 | 0.10 | 0.66 | 0.66 | 0.06 | 0.64 | 0.64 |
| Avail Cap(c_a), veh/h | 519 | 0 | 0 | 915 | 0 | 0 | 477 | 1325 | 1389 | 492 | 1313 | 1364 |
| 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 | 15.0 | 0.0 | 0.0 | 14.2 | 0.0 | 0.0 | 7.4 | 4.1 | 4.1 | 7.4 | 4.0 | 4.0 |
| Incr Delay (d2), s/veh | 0.6 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.1 | 0.9 | 0.8 | 0.1 | 0.8 | 0.8 |
| 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 | 0.4 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.1 | 0.9 | 1.0 | 0.1 | 0.9 | 0.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 15.6 | 0.0 | 0.0 | 14.4 | 0.0 | 0.0 | 7.5 | 4.9 | 4.9 | 7.5 | 4.8 | 4.8 |
| LnGrp LOS | B | A | A | B | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 63 | | | 45 | | | 1230 | | | 1172 | |
| Approach Delay, s/veh | | 15.6 | | | 14.4 | | | 5.0 | | | 4.9 | |
| Approach LOS | | B | | | B | | | A | | | A | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 26.5 | | 8.4 | | 26.5 | | 8.4 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 33.0 | | 18.0 | | 33.0 | | 18.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 12.9 | | 5.0 | | 12.4 | | 2.9 | | | | |
| Green Ext Time (p_c), s | | 9.1 | | 0.2 | | 8.6 | | 0.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 5.4 | | | | | | | | |
| HCM 6th LOS | | | | A | | | | | | | | |

Queues

8: US 101 & 9th Street/OR 126

Restripe Alternative

10/11/2023



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|-------------------------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 160 | 178 | 153 | 160 | 189 | 52 | 742 | 171 | 225 | 850 |
| v/c Ratio | 0.68 | 0.76 | 0.77 | 0.72 | 0.53 | 0.57 | 0.87 | 0.30 | 0.78 | 0.65 |
| Control Delay | 72.1 | 77.7 | 83.0 | 76.9 | 12.9 | 92.3 | 58.5 | 9.9 | 73.1 | 34.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 72.1 | 77.7 | 83.0 | 76.9 | 12.9 | 92.3 | 58.5 | 9.9 | 73.1 | 34.0 |
| Queue Length 50th (ft) | 136 | 148 | 138 | 144 | 0 | 46 | 327 | 34 | 192 | 306 |
| Queue Length 95th (ft) | 259 | 281 | 270 | 276 | 79 | 111 | 503 | 89 | #468 | 532 |
| Internal Link Dist (ft) | | 1368 | | 448 | | | 1440 | | | 1918 |
| Turn Bay Length (ft) | 275 | | 400 | | | 125 | | 100 | 475 | |
| Base Capacity (vph) | 380 | 370 | 317 | 351 | 459 | 195 | 1239 | 669 | 290 | 1431 |
| 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 | 0.42 | 0.48 | 0.48 | 0.46 | 0.41 | 0.27 | 0.60 | 0.26 | 0.78 | 0.59 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|-------------------------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 160 | 178 | 153 | 160 | 189 | 52 | 742 | 171 | 225 | 850 |
| v/c Ratio | 0.68 | 0.76 | 0.77 | 0.73 | 0.53 | 0.63 | 0.86 | 0.30 | 0.83 | 0.66 |
| Control Delay | 64.2 | 68.9 | 75.9 | 69.7 | 12.1 | 90.9 | 52.6 | 8.7 | 74.5 | 31.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 64.2 | 68.9 | 75.9 | 69.7 | 12.1 | 90.9 | 52.6 | 8.7 | 74.5 | 31.1 |
| Queue Length 50th (ft) | 122 | 132 | 124 | 128 | 0 | 41 | 290 | 26 | 174 | 277 |
| Queue Length 95th (ft) | 212 | 229 | 224 | 228 | 70 | #113 | #504 | 79 | #387 | 460 |
| Internal Link Dist (ft) | | 1368 | | 448 | | | 1440 | | | 1918 |
| Turn Bay Length (ft) | 275 | | 400 | | | 125 | | 100 | 475 | |
| Base Capacity (vph) | 382 | 374 | 299 | 331 | 444 | 99 | 897 | 662 | 272 | 1293 |
| 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 | 0.42 | 0.48 | 0.51 | 0.48 | 0.43 | 0.53 | 0.83 | 0.26 | 0.83 | 0.66 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
8: US 101 & 9th Street/OR 126

Signal Timing
Optimization Alternative

10/11/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | ↖ | ↖ | ↕ | ↖ | ↖ | ↗ | ↗ |
| Traffic Volume (veh/h) | 154 | 138 | 33 | 199 | 102 | 181 | 50 | 712 | 164 | 216 | 741 | 75 |
| Future Volume (veh/h) | 154 | 138 | 33 | 199 | 102 | 181 | 50 | 712 | 164 | 216 | 741 | 75 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | | 1.00 | 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 | 1545 | 1450 | 1463 | 1327 | 1504 | 1477 | 1368 | 1463 | 1286 | 1354 | 1450 | 1559 |
| Adj Flow Rate, veh/h | 160 | 144 | 34 | 156 | 177 | 0 | 52 | 742 | 171 | 225 | 772 | 78 |
| 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 |
| Percent Heavy Veh, % | 15 | 22 | 21 | 31 | 18 | 20 | 28 | 21 | 34 | 29 | 22 | 14 |
| Cap, veh/h | 239 | 184 | 43 | 199 | 237 | | 59 | 854 | 505 | 247 | 1142 | 115 |
| Arrive On Green | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.00 | 0.05 | 0.31 | 0.31 | 0.19 | 0.45 | 0.45 |
| Sat Flow, veh/h | 1472 | 1132 | 267 | 1264 | 1504 | 1252 | 1303 | 2780 | 1085 | 1290 | 2519 | 254 |
| Grp Volume(v), veh/h | 160 | 0 | 178 | 156 | 177 | 0 | 52 | 742 | 171 | 225 | 422 | 428 |
| Grp Sat Flow(s),veh/h/ln | 1472 | 0 | 1399 | 1264 | 1504 | 1252 | 1303 | 1390 | 1085 | 1290 | 1377 | 1396 |
| Q Serve(g_s), s | 10.2 | 0.0 | 12.1 | 11.8 | 11.2 | 0.0 | 3.9 | 25.1 | 10.0 | 17.0 | 24.0 | 24.0 |
| Cycle Q Clear(g_c), s | 10.2 | 0.0 | 12.1 | 11.8 | 11.2 | 0.0 | 3.9 | 25.1 | 10.0 | 17.0 | 24.0 | 24.0 |
| Prop In Lane | 1.00 | | 0.19 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.18 |
| Lane Grp Cap(c), veh/h | 239 | 0 | 227 | 199 | 237 | | 59 | 854 | 505 | 247 | 625 | 633 |
| V/C Ratio(X) | 0.67 | 0.00 | 0.78 | 0.79 | 0.75 | | 0.87 | 0.87 | 0.34 | 0.91 | 0.68 | 0.68 |
| Avail Cap(c_a), veh/h | 474 | 0 | 450 | 381 | 454 | | 122 | 1105 | 603 | 331 | 772 | 782 |
| 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 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 39.1 | 0.0 | 39.9 | 40.3 | 40.0 | 0.0 | 47.1 | 32.5 | 16.9 | 39.3 | 21.4 | 21.4 |
| Incr Delay (d2), s/veh | 2.4 | 0.0 | 4.4 | 5.0 | 3.5 | 0.0 | 13.6 | 5.1 | 0.1 | 20.1 | 1.0 | 1.0 |
| 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 | 3.8 | 0.0 | 4.4 | 3.9 | 4.3 | 0.0 | 1.5 | 8.8 | 3.3 | 6.7 | 7.6 | 7.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 41.5 | 0.0 | 44.3 | 45.3 | 43.5 | 0.0 | 60.8 | 37.6 | 17.1 | 59.4 | 22.4 | 22.4 |
| LnGrp LOS | D | A | D | D | D | | E | D | B | E | C | C |
| Approach Vol, veh/h | | 338 | | | 333 | | | 965 | | | 1075 | |
| Approach Delay, s/veh | | 43.0 | | | 44.4 | | | 35.2 | | | 30.1 | |
| Approach LOS | | D | | | D | | | D | | | C | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9.0 | 49.6 | | 20.1 | 23.6 | 35.0 | | 20.7 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | 9.3 | 55.7 | | 30.0 | 25.5 | 39.5 | | 32.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 5.9 | 26.0 | | 13.8 | 19.0 | 27.1 | | 14.1 | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.0 | | 1.0 | 0.1 | 3.3 | | 1.1 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 35.3 |
| HCM 6th LOS | D |

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↔↔ | | ↔ | ↔ | | | ↔ | ↔ | | ↔↔ | |
| Traffic Vol, veh/h | 0 | 480 | 30 | 0 | 480 | 17 | 0 | 0 | 101 | 0 | 0 | 6 |
| Future Vol, veh/h | 0 | 480 | 30 | 0 | 480 | 17 | 0 | 0 | 101 | 0 | 0 | 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 | 0 | 511 | 32 | 0 | 511 | 18 | 0 | 0 | 107 | 0 | 0 | 6 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|--------|--------|--------|--------|
| Conflicting Flow All | 529 | 0 | 0 | 543 | 0 | 0 | 1053 | 1056 | 272 | 776 | 1063 | 523 |
| Stage 1 | - | - | - | - | - | - | 527 | 527 | - | 520 | 520 | - |
| Stage 2 | - | - | - | - | - | - | 526 | 529 | - | 256 | 543 | - |
| 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 | 941 | - | - | 929 | - | - | 158 | 194 | 665 | 252 | 191 | 518 |
| Stage 1 | - | - | - | - | - | - | 439 | 477 | - | 464 | 479 | - |
| Stage 2 | - | - | - | - | - | - | 466 | 476 | - | 645 | 467 | - |
| Platoon blocked, % | | - | - | - | - | - | | | | | | |
| Mov Cap-1 Maneuver | 941 | - | - | 929 | - | - | 156 | 194 | 665 | 211 | 191 | 517 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 156 | 194 | - | 211 | 191 | - |
| Stage 1 | - | - | - | - | - | - | 439 | 477 | - | 464 | 479 | - |
| Stage 2 | - | - | - | - | - | - | 459 | 476 | - | 541 | 467 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|----|--|--|----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0 | | | 0 | | | 11.5 | | | 12.1 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-----|-----|-----|-----|-------|
| Capacity (veh/h) | - | 665 | 941 | - | - | 929 | - | - | 517 |
| HCM Lane V/C Ratio | - | 0.162 | - | - | - | - | - | - | 0.012 |
| HCM Control Delay (s) | 0 | 11.5 | 0 | - | - | 0 | - | - | 12.1 |
| HCM Lane LOS | A | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | - | 0.6 | 0 | - | - | 0 | - | - | 0 |

HCM 6th Signalized Intersection Summary
 12: Private Dwy./Spruce Street & OR 126

Traffic Signal Alternative

10/11/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 114 | 480 | 0 | 0 | 494 | 51 | 0 | 0 | 0 | 36 | 3 | 108 |
| Future Volume (veh/h) | 114 | 480 | 0 | 0 | 494 | 51 | 0 | 0 | 0 | 36 | 3 | 108 |
| 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 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1436 | 1340 | 1750 | 1750 | 1395 | 1491 | 1750 | 1750 | 1750 | 1463 | 1750 | 1463 |
| Adj Flow Rate, veh/h | 124 | 522 | 0 | 0 | 537 | 55 | 0 | 0 | 0 | 39 | 3 | 117 |
| 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, % | 23 | 30 | 0 | 0 | 26 | 19 | 0 | 0 | 0 | 21 | 0 | 21 |
| Cap, veh/h | 390 | 807 | 0 | 185 | 747 | 77 | 0 | 292 | 0 | 158 | 24 | 184 |
| Arrive On Green | 0.60 | 0.60 | 0.00 | 0.00 | 0.60 | 0.60 | 0.00 | 0.00 | 0.00 | 0.17 | 0.17 | 0.17 |
| Sat Flow, veh/h | 688 | 1341 | 0 | 894 | 1242 | 127 | 0 | 1750 | 0 | 254 | 141 | 1102 |
| Grp Volume(v), veh/h | 124 | 522 | 0 | 0 | 0 | 592 | 0 | 0 | 0 | 159 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 688 | 1341 | 0 | 894 | 0 | 1369 | 0 | 1750 | 0 | 1497 | 0 | 0 |
| Q Serve(g_s), s | 6.0 | 9.9 | 0.0 | 0.0 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 17.8 | 9.9 | 0.0 | 0.0 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 0.09 | 0.00 | | 0.00 | 0.25 | | 0.74 |
| Lane Grp Cap(c), veh/h | 390 | 807 | 0 | 185 | 0 | 824 | 0 | 292 | 0 | 365 | 0 | 0 |
| V/C Ratio(X) | 0.32 | 0.65 | 0.00 | 0.00 | 0.00 | 0.72 | 0.00 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 552 | 1121 | 0 | 395 | 0 | 1145 | 0 | 833 | 0 | 822 | 0 | 0 |
| 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 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 11.7 | 5.0 | 0.0 | 0.0 | 0.0 | 5.4 | 0.0 | 0.0 | 0.0 | 15.1 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.5 | 0.9 | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 |
| 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 | 0.7 | 1.2 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 12.1 | 5.9 | 0.0 | 0.0 | 0.0 | 6.8 | 0.0 | 0.0 | 0.0 | 15.9 | 0.0 | 0.0 |
| LnGrp LOS | B | A | A | A | A | A | A | A | A | B | A | A |
| Approach Vol, veh/h | | 646 | | | 592 | | | 0 | | | | 159 |
| Approach Delay, s/veh | | 7.1 | | | 6.8 | | | 0.0 | | | | 15.9 |
| Approach LOS | | A | | | A | | | | | | | B |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 11.0 | | 27.9 | | 11.0 | | 27.9 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 18.5 | | 32.5 | | 18.5 | | 32.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 0.0 | | 19.8 | | 5.8 | | 13.8 | | | | |
| Green Ext Time (p_c), s | | 0.0 | | 3.6 | | 0.7 | | 3.8 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 8.0 | | | | | | | | |
| HCM 6th LOS | | | | A | | | | | | | | |

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 8.8 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↕ | ↕ | | ↕ | ↕ | |
| Traffic Vol, veh/h | 1 | 2 | 11 | 22 | 0 | 20 | 6 | 123 | 33 | 17 | 95 | 1 |
| Future Vol, veh/h | 1 | 2 | 11 | 22 | 0 | 20 | 6 | 123 | 33 | 17 | 95 | 1 |
| 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 |
| Heavy Vehicles, % | 0 | 0 | 50 | 38 | 0 | 11 | 33 | 15 | 29 | 25 | 13 | 100 |
| Mvmt Flow | 1 | 2 | 13 | 25 | 0 | 23 | 7 | 140 | 38 | 19 | 108 | 1 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 1 | 1 |
| HCM Control Delay | 7.4 | 8.6 | 9.1 | 8.6 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | NBLn2 | EBLn1 | WBLn1 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 7% | 52% | 100% | 0% |
| Vol Thru, % | 0% | 79% | 14% | 0% | 0% | 99% |
| Vol Right, % | 0% | 21% | 79% | 48% | 0% | 1% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 6 | 156 | 14 | 42 | 17 | 96 |
| LT Vol | 6 | 0 | 1 | 22 | 17 | 0 |
| Through Vol | 0 | 123 | 2 | 0 | 0 | 95 |
| RT Vol | 0 | 33 | 11 | 20 | 0 | 1 |
| Lane Flow Rate | 7 | 177 | 16 | 48 | 19 | 109 |
| Geometry Grp | 7 | 7 | 2 | 2 | 7 | 7 |
| Degree of Util (X) | 0.011 | 0.241 | 0.019 | 0.068 | 0.031 | 0.152 |
| Departure Headway (Hd) | 5.846 | 4.889 | 4.284 | 5.161 | 5.738 | 5.024 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 616 | 739 | 837 | 696 | 626 | 717 |
| Service Time | 3.546 | 2.589 | 2.303 | 3.177 | 3.45 | 2.736 |
| HCM Lane V/C Ratio | 0.011 | 0.24 | 0.019 | 0.069 | 0.03 | 0.152 |
| HCM Control Delay | 8.6 | 9.1 | 7.4 | 8.6 | 8.6 | 8.6 |
| HCM Lane LOS | A | A | A | A | A | A |
| HCM 95th-tile Q | 0 | 0.9 | 0.1 | 0.2 | 0.1 | 0.5 |

HCM 6th Signalized Intersection Summary
 20: Kingwood Street & 9th Street

Traffic Signal Alternative

10/11/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 36 | 136 | 21 | 30 | 101 | 67 | 19 | 72 | 27 | 57 | 73 | 41 |
| Future Volume (veh/h) | 36 | 136 | 21 | 30 | 101 | 67 | 19 | 72 | 27 | 57 | 73 | 41 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 0.99 |
| 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 | 1463 | 1491 | 1573 | 1422 | 1409 | 1218 | 1300 | 1422 | 1463 | 1231 | 1409 | 1586 |
| Adj Flow Rate, veh/h | 40 | 151 | 23 | 33 | 112 | 74 | 21 | 80 | 30 | 63 | 81 | 46 |
| 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 |
| Percent Heavy Veh, % | 21 | 19 | 13 | 24 | 25 | 39 | 33 | 24 | 21 | 38 | 25 | 12 |
| Cap, veh/h | 252 | 310 | 43 | 233 | 209 | 123 | 234 | 256 | 86 | 312 | 187 | 86 |
| Arrive On Green | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 |
| Sat Flow, veh/h | 162 | 1095 | 151 | 114 | 737 | 435 | 113 | 908 | 303 | 285 | 665 | 303 |
| Grp Volume(v), veh/h | 214 | 0 | 0 | 219 | 0 | 0 | 131 | 0 | 0 | 190 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1409 | 0 | 0 | 1286 | 0 | 0 | 1324 | 0 | 0 | 1253 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 2.5 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 1.6 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 |
| Prop In Lane | 0.19 | | 0.11 | 0.15 | | 0.34 | 0.16 | | 0.23 | 0.33 | | 0.24 |
| Lane Grp Cap(c), veh/h | 606 | 0 | 0 | 564 | 0 | 0 | 575 | 0 | 0 | 585 | 0 | 0 |
| V/C Ratio(X) | 0.35 | 0.00 | 0.00 | 0.39 | 0.00 | 0.00 | 0.23 | 0.00 | 0.00 | 0.32 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 1889 | 0 | 0 | 1751 | 0 | 0 | 1802 | 0 | 0 | 1739 | 0 | 0 |
| 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 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 6.2 | 0.0 | 0.0 | 6.4 | 0.0 | 0.0 | 5.9 | 0.0 | 0.0 | 6.2 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 |
| 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 | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 6.6 | 0.0 | 0.0 | 6.8 | 0.0 | 0.0 | 6.1 | 0.0 | 0.0 | 6.5 | 0.0 | 0.0 |
| LnGrp LOS | A | A | A | A | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 214 | | | 219 | | | 131 | | | | 190 |
| Approach Delay, s/veh | | 6.6 | | | 6.8 | | | 6.1 | | | | 6.5 |
| Approach LOS | | A | | | A | | | A | | | | A |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 10.3 | | 10.4 | | 10.3 | | 10.4 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 25.5 | | 25.5 | | 25.5 | | 25.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 3.6 | | 4.5 | | 4.5 | | 4.9 | | | | |
| Green Ext Time (p_c), s | | 0.7 | | 1.2 | | 1.1 | | 1.3 | | | | |

Intersection Summary

| | |
|--------------------|-----|
| HCM 6th Ctrl Delay | 6.6 |
| HCM 6th LOS | A |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 11.3 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 36 | 136 | 21 | 30 | 101 | 67 | 19 | 72 | 27 | 57 | 73 | 41 |
| Future Vol, veh/h | 36 | 136 | 21 | 30 | 101 | 67 | 19 | 72 | 27 | 57 | 73 | 41 |
| 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 |
| Heavy Vehicles, % | 21 | 19 | 13 | 24 | 25 | 39 | 33 | 24 | 21 | 38 | 25 | 12 |
| Mvmt Flow | 40 | 151 | 23 | 33 | 112 | 74 | 21 | 80 | 30 | 63 | 81 | 46 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|------|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 11.4 | 11.2 | 10.6 | 11.7 |
| HCM LOS | B | B | B | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, % | 16% | 19% | 15% | 33% |
| Vol Thru, % | 61% | 70% | 51% | 43% |
| Vol Right, % | 23% | 11% | 34% | 24% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 118 | 193 | 198 | 171 |
| LT Vol | 19 | 36 | 30 | 57 |
| Through Vol | 72 | 136 | 101 | 73 |
| RT Vol | 27 | 21 | 67 | 41 |
| Lane Flow Rate | 131 | 214 | 220 | 190 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.216 | 0.332 | 0.334 | 0.313 |
| Departure Headway (Hd) | 5.94 | 5.568 | 5.471 | 5.938 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 604 | 645 | 658 | 606 |
| Service Time | 3.977 | 3.6 | 3.503 | 3.971 |
| HCM Lane V/C Ratio | 0.217 | 0.332 | 0.334 | 0.314 |
| HCM Control Delay | 10.6 | 11.4 | 11.2 | 11.7 |
| HCM Lane LOS | B | B | B | B |
| HCM 95th-tile Q | 0.8 | 1.5 | 1.5 | 1.3 |

Attachment B Enhanced Crossing
Treatments



Enhanced Crossing Treatments

PEDESTRIAN CROSSING TREATMENTS

Pedestrian crossing facilities enable people to safely cross streets, railroad tracks, and other transportation facilities. Planning for appropriate pedestrian crossings requires the community to balance vehicular mobility needs with providing crossing locations along the desired routes of walkers. The following summarizes several enhanced pedestrian crossing treatments.

Unmarked Crosswalks

Under Oregon law, pedestrians have the right-of-way at all unsignalized intersections. On narrow, low-speed streets unmarked crosswalks are generally sufficient for pedestrians to cross the street safely, as the low-speed environment makes drivers more responsive to the presence of pedestrians. However, drivers are less likely to yield to pedestrians at unmarked crosswalks on high-speed and/or high-volume roadways, even when the pedestrian has stepped onto the roadway. In these situations, enhanced pedestrian crossing facilities are needed to remind drivers that they must yield when pedestrians are present.



Marked Crosswalks

Marked crosswalks are painted roadway markings that indicate the location of a crosswalk to motorists. Marked crosswalks can be accompanied by signs, curb extensions and/or median refuge islands, and may occur at intersections or at mid-block locations. Research has shown that marked crosswalks in certain situations do not improve pedestrian safety and can even make it worse. Recent research indicates that on multi-lane roadways (more than two lanes), marked crosswalks should not be installed without accompanying treatments, such as Rectangular Rapid Flash Beacons (RRFBs) or Pedestrian Hybrid beacons.





Rectangular Rapid Flashing Beacon (RRFB)

RRFBs are user-actuated amber lights that have an irregular flash pattern similar to emergency flashers on police vehicles. These supplemental warning lights are used at unsignalized intersections or mid-block crosswalks to improve safety for pedestrians using a crosswalk. RRFBs could be used at any unsignalized intersection or mid-block crossing where warrants require a higher level of crosswalk protection.



Pedestrian Hybrid Beacon

A Pedestrian Hybrid Beacon (sometimes called a HAWK) is a user-actuated signal that is unlit when not in use. It begins with a yellow light alerting drivers to slow, and then displays a solid red light requiring drivers to remain stopped while pedestrians cross the street. The beacon then shifts to flashing red lights to signal that motorists may proceed, after stopping, and after pedestrians have completed their crossing. A Pedestrian Hybrid Beacon can be used at mid-block crossings or, in some cases, at unsignalized intersections (the MUTCD suggests that the beacons be located at least 100-feet from an intersection). Pedestrian Hybrid Beacons could be used at any unsignalized intersection or mid-block crossing where warrants require a higher level of crosswalk protection.



Pedestrian Signal

Pedestrian signals provide pedestrians with a signal-controlled crossing at a mid-block location or, in some cases at a previously stop-controlled intersection where pedestrian volumes warrant full signalization (the MUTCD no longer allows half signals at intersections). The signal remains green for the mainline traffic movements until actuated by a pushbutton to call a red signal for traffic. They are typically located at midblock crossings with high pedestrian or bicycle demand and/or high traffic volumes, such as where shared-use paths intersect with roadways.





Pedestrian Countdown Heads

Pedestrian Countdown heads inform pedestrians of the time remaining to cross the street with a countdown timer at the signalized crossing. The countdown should include enough time for a pedestrian to cross the full length of the street, or in rare cases, reach a refuge island. The current Manual on Uniform Traffic Control Devices (MUTCD) requires all new pedestrian signals, and any retrofitted signals to include pedestrian countdown heads.

Leading Pedestrian Interval (LPI)

Leading pedestrian intervals allow pedestrians to start crossing the street at a signalized intersections five to seven seconds before conflicting vehicles are given a green light and allowed to enter the intersection. They are most commonly used at signalized intersections where left- or right-turning vehicles interfere with pedestrian crossing movements. LPI could be applied at all existing or potential future traffic signals to improve crossing conditions for pedestrians.

Geometric Considerations

There are a number of geometric enhancements that can be considered at pedestrian crossings that may be implemented in conjunction with previously discuss treatments.

Curb Extensions

Curb extensions create additional space for pedestrians at crosswalks and allow pedestrians and vehicles to better see each other. Curb extensions are typically installed at intersections and midblock crossings located along roadways with on-street parking to help reduce crossing distances and the amount of exposure pedestrians have to vehicle traffic. Curb extensions can narrow the vehicle path, slow down traffic, and prohibit fast turns. Curb extensions could be applied along any street where on-street parking is allowed or where there is sufficient shoulder width so the curb extension does not conflict with on-street bike lanes.



Raised Median Island

Raised median islands provide a protected area in the middle of the roadway where pedestrians can stop while crossing the street. Raised median islands allow pedestrians to complete two-stage crossings if needed. Raised median islands can narrow the vehicle path and slow down traffic along the roadway. Raised median islands could be applied along any street where they would not interfere with turning movements at driveways and intersecting roadways.





BICYCLE CROSSING TREATMENTS

Pavement Markings Through Intersections

Pavement markings can be extended through the intersection for bicyclists. Green paint can be used in "conflict zones" where vehicles and bicycles cross paths in intersections, at driveways, or at right-turn pockets. These pavement markings are typically used at signalized intersections to emphasize a connection in a larger bicycle network. They could be used at all signalized intersections and in other select "conflict zones".



Bike Box

Bicycle boxes are designated spaces at signalized intersections, placed between a set-back stop bar and the pedestrian crosswalk, that allow bicyclists to queue in front of motor vehicles at red lights. Bike boxes are typically used at signalized intersections to facilitate turn movements as well as other movements for cyclists.



Two-Stage Left-Turn Bike Box

Two-stage left-turn bike boxes allow bicyclists to safely and comfortably make left-turns at multilane intersections from a right-side bicycle lane or cycle track. Bicyclists arriving on a green light travel into the intersection and pull out into the two-stage turn queue box away from through-moving bicycles and in front of cross street traffic, where they can wait to proceed through on the side-street green signal. Two-stage left-turn bike boxes can be applied at signalized intersections to improve bicycle crossing conditions.





Bicycle Detection

Many traffic signals along are actuated, meaning that green indication is given to a movement when a vehicle is detected. However, actuating a signal as a cyclist can be difficult. Bicycle detection allows cyclists to actuate the traffic signal from the bicycle lane with a detector that is calibrated to recognize a bicycle. Pavement markings could be added to show cyclists where to stand to actuate a signal. Bicycle detection is typically applied at signalized intersections that accommodate bicycles and can be used at all of the signalized intersections to improve bicycle crossing conditions.



Bicycle Signal

Bicycle signals can be used at intersections to provide a separate signal phase that is dedicated to bicyclists. At this stage, the MUTCD does not allow bicycle signals to operation concurrent with permissive vehicle phases.

Attachment C Development Code
Review

ATTACHMENT C: FLORENCE TSP CODE CONCEPTS

| | |
|-----------------|--|
| Date: | March 27, 2023 |
| To: | Wendy Farley-Campbell, Shirley Gray, Erin Reynolds, Mike Miller, City of Florence Michael Duncan, Oregon Department of Transportation |
| From: | Darci Rudzinski, Clinton "CJ" Doxsee, and Brandon Crawford, MIG APG |
| Project: | City of Florence Transportation System Plan Update |
| Subject: | Final Tech Memo #5, Attachment C: Florence TSP Code Concepts |

Overview

This memorandum includes general recommendations for potential future code amendments, or "Code Concepts." The City should consider these Code Concepts as potential strategies to implement the strategies and recommendations from the Florence Transportation System Plan (TSP) update project. The Code Concept recommendations are also informed by a regulatory review, or "Code Audit," which evaluates the City's compliance with Oregon Administrative Rule (OAR) 660-012, or the Oregon Transportation Planning Rule (TPR). The TPR audit is included later in this memorandum (Table 2).

Land Use & Transportation Code Concepts

MULTIMODAL TRANSPORTATION, CONNECTIVITY, AND ACCESS STANDARDS

The TSP process recommends the City explore a number of transportation elements related to bicycle and pedestrian connectivity, transit improvements, intermodal route connectivity, and other improvements related to the City's multimodal network. The results of a regulatory review reveal that the City's Development Code currently includes a robust collection of standards and requirements related to bicycle, pedestrian, and transit access and connectivity. (See Table 2: Regulatory Review – TPR Audit, for details on the City's current multimodal standards and compliance with the TPR as it relates to multimodal requirements.) However, this code audit identifies a handful of improvements that would bring the City into closer compliance with State requirements. Specifically, the City should consider amending transportation-related conditions of approval criteria to include bicycle and pedestrian improvements. This change would strengthen the City's ability to implement and improve bicycle, pedestrian, and transit connectivity and access through future development approval.

Any other specific updates related to bicycle, pedestrian, and transit standards or requirements that emerge from the TSP recommendations should also be added to the list of possible Code amendments. The project team will evaluate the adequacy of existing standards and provide updates that will determine whether facility standards need amendments.



EMERGING TECHNOLOGIES

The City should explore requirements and standards for electric vehicle (EV) charging/parking facility requirements for new construction and possibly for redevelopment. Some cities in Oregon have adopted “EV ready” code requirements that are intended to enable future retrofits of on-site parking and utilities to include EV charging stations. In addition, cities are increasingly incorporating standards for EV facilities to take advantage of recent amendments to the state building code to include provisions for EV charging capacity for certain building types.¹ The City may consider applying EV charging requirements to developments that exceed size or trip generation thresholds based on Traffic Impact Study (TIS) findings. For example, the City of Portland is in the process of adopting code amendments as a part of their “EV Ready Code Project” that will include requirements for multi-family and mixed-use developments over a certain size to have a minimum percentage of their overall parking spaces be “EV Ready.”² The City may also consider regulatory/code incentives for providing EV charging stations or EV-ready spaces, which could include minimum parking reductions in exchange for EV-ready spaces, or providing height or density bonuses for sites that provide EV spaces.

If Florence is interested in adopting EV facility standards, siting and design criteria that is specific to EV charging stations may also be beneficial. Examples of standards to explore include electricity/utility capacity, signage, accessibility, and EV-ready spaces to conventional parking spaces ratios. The American Planning Association (APA) offers extensive guidance and research on the topic of zoning for EV facilities. One of APA’s recent publications provides a summary table of EV development standards from a sampling of jurisdictions throughout the country, as shown in Table 1.

Table 1: EV Parking Standards Throughout the Country

| Jurisdiction | Multifamily Parking | Commercial Parking | Code Citation |
|----------------|--|--|------------------------------------|
| Atlanta, GA | NA | 20% of spaces must be EV-ready | Appendix B §101.8 |
| Chicago, IL | 20% of spaces must be EV-ready or EV-installed | 20% of spaces must be EV-ready or EV-installed | §17-10-1011 |
| Honolulu, HI | Buildings with 8+ spaces: 25% must be EV-ready | Buildings with 12+ spaces: 25% must be EV-ready | §32-1.1(20) |
| Issaquah, WA | 10% of spaces must be EV-installed; 30% must be EV-ready | 5% of spaces must be EV-installed; 10% must be EV-ready | §18.09.140 |
| Madison, WI | 2% of spaces must be EV-installed; 10% must be EV-ready (increases by 10% every 5 years) | 1% of spaces must be EV-installed (increases by 1% every 5 years); 10% must be EV-ready (increases by 10% every 5 years) | §28.141(8)(e) |
| San Jose, CA | 10% of spaces must be EV-installed; 20% must be EV-ready; 70% must be EV-capable | 10% of spaces must be EV-installed; 40% must be EV-ready | §24.10.200 |
| St. Louis, MO | 2% of spaces must be EV-installed; 5% must be EV-ready (increases to 10% in 2025) | 2% must be EV-installed; 5% must be EV-ready | §25.01.020-406.2.7 |
| Washington, DC | Buildings with 3+ spaces: 20% must be EV-ready | Buildings with 3+ spaces: 20% must be EV-ready | §6-1451.03a |

Select Findings from the 2022 Scan of EV Ordinances

¹ HB 2180 Enrolled. <https://olis.oregonlegislature.gov/liz/2021R1/Measures/Overview/HB2180>

² EV Ready Code Project: <https://www.portland.gov/bps/planning/ev-ready>



Source: "Preparing for the Electric Vehicle Surge", American Planning Association, Zoning Practice.

The City may consider other development standards to support emerging mobility and technology trends, such as siting and design standards for e-bike and e-scooter facilities. Such standards could follow a similar model as the EV charging requirements, standards, or incentives, such as requiring e-bike parking with charging ports for developments of a certain size (e.g., over 10,000 square feet, over a specified number of employees, over specified number of dwelling units, etc.).

OFF-STREET PARKING

To create a compact and visually appealing environment in the downtown area, the amount of space dedicated to parking should be minimized. By removing off-street parking requirements, the City can give business owners and developers flexibility and freedom to determine the amount and type of parking that will meet the needs of their clients. Removing off-street parking requirements can provide even more opportunity for future development or redevelopment. This could free up land currently used for parking lots to be developed over time into new buildings for business – an arguably more efficient use of valuable land. Removing off-street parking requirements does not mean that all off-street parking will go away, it simply allows the City and business owners to work together to meet the true parking needs of the Old Town district.

The City currently waives minimum parking requirements for changes of use in Old Town Subarea A that existed prior to October 2014. In addition, new construction (not including residential or lodging) may reduce off street parking by 50% of the minimum parking requirement. Although the minimum parking requirements in the Old Town district are relaxed compared to the rest of Florence, the City should still consider removing off-street parking minimums for both Old Town Subareas A and B altogether. As discussed, complete removal of off-street parking requirements will enable redevelopment of underutilized parking areas and would support a more walkable/bikeable, mixed-use environment.

The City's minimum off-street parking requirements are relatively consistent with requirements in other Oregon coastal communities. However, the City may consider reducing off-street parking requirements for single-family detached homes based on square footage or number of rooms to allow more flexibility for smaller units. For example, Lincoln City only requires one space per unit for dwellings under 1,000 square feet, and two spaces for any single-family dwellings over 1,000 square feet. In addition, Florence is currently considering reducing minimum parking requirements for duplexes to one space per unit and removing minimum parking for ADUs (as required by ORS 197.312). Consistent with parking requirements for duplexes, the City could also consider reducing minimum parking to one space per unit for other middle housing types (triplexes, quadplexes, townhomes), multi-family, and manufactured homes. These housing types generally provide housing for smaller households and tend to have lower vehicle-use rates than other large households and lower-density types of housing. Lowering off-street parking requirements can free up valuable land for more living space.³

LAND USE AND TRANSPORTATION COORDINATION

Development Code requirements, standards, and procedures are critical for ensuring the City's land uses and transportation system are thoughtfully coordinated. The City should consider

³ Parking and Middle Housing <https://www.oregon.gov/lcd/TGM/Documents/ParkingDemandsAcrossCities.pdf>



Code amendments to improve integration of land use and transportation standards, practices, and procedures. The TPR includes specific requirements and guidance to ensure coordinated transportation and land use planning. For example, the City does not have any notice requirements that apply to transportation service providers and agencies. Proper notice allows transportation providers to offer input on how a proposed development could better address potential traffic or transportation-related impacts. Other examples for improved land use/transportation integration include ensuring consistency between land use/zoning amendments with TSP goals and policies, as well as allowing consolidated procedures for related land use and transportation proposals. The TPR Audit summarized below provides more details and recommendations related to land-use-transportation coordination amendments.

Regulatory Review (TPR Audit)

This section presents a review of applicable development ordinances from the City of Florence for compliance with the TPR. This section provides the intent, purpose, and requirements of the TPR, followed by a comprehensive review in the subsequent tables.

The purpose of the TPR is *"...to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided."* The TPR also establishes requirements for coordination among affected levels of government for preparation, adoption, refinement, implementation, and amendment of transportation system plans.

Specifically, Section -0045 of the TPR addresses implementation of the TSP. TPR Section -0060 (Plan and Land Use Regulation Amendments) specifies measures to be taken to ensure that allowed land uses are consistent with the identified function and capacity of existing and planned transportation facilities. Section -0060 establishes criteria for identifying the significant effects of plan or land use regulation amendments on transportation facilities, actions to be taken when a significant effect would occur, identification of planned facilities, and coordination with transportation facility providers.

In summary, the TPR requires that local governments revise their land use regulations to implement the TSP in the following manner:

- » Amend land use regulations to reflect and implement the TSP.
- » Clearly identify which transportation facilities, services, and improvements are allowed outright, and which will be conditionally permitted or permitted through other procedures.
- » Adopt land use or subdivision ordinance measures, consistent with applicable federal and state requirements, to protect transportation facilities, corridors, and sites for their identified functions, through:
 - » access management and control;
 - » protection of public use airports;



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- » coordinated review of land use decisions potentially affecting transportation facilities;
 - » conditions to minimize development impacts to transportation facilities;
 - » regulations to provide notice to public agencies providing transportation facilities and services of land use applications that potentially affect transportation facilities; and
 - » regulations ensuring that amendments to land use applications, densities, and design standards are consistent with the TSP.
- » Adopt land use or subdivision regulations for urban areas and rural communities to provide safe and convenient pedestrian and bicycle circulation and bicycle parking, and to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel.
 - » Establish street standards that minimize pavement width and total right-of-way.

Table 2 provides an assessment of TPR compliance for the City based on adopted ordinances regulating land development. Each table lists TPR implementation requirements, an assessment of existing City code and regulatory provisions that meet the requirements, and recommendations for changes that will likely be needed to fully implement the new TSP and bring city regulations in compliance with the TPR. Recommended changes to local regulatory documents are intended to provide guidance to project staff during the update the City's TSP.

Table 2 provides a review of the following ordinances for the City of Florence:

- » Public Ways and Property (Title 8)
- » Zoning Regulations (Title 10)
- » Subdivision Regulations (Title 11)

Table 2: Regulatory Review – TPR Audit

| Oregon Revised Statutes | Comments & Recommendations |
|---|--|
| OAR 660-12-0045 | |
| (1) Each local government shall amend its land use regulations to implement the TSP. | |
| (a) The following transportation facilities, services and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use: | The purpose of this provision is to allow for certain transportation uses, such as operation, maintenance, and repair of transportation facilities identified in the TSP, without being subject to land use regulations. |
| (A) Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals; | Per FCC 10-2-12, the City permits the following uses and activities in all zones without review: Operation, maintenance, and repair of public roads and highway facilities and existing transportation facilities identified in the TSP |
| (B) Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are | Construction of facilities and improvements identified in the TSP or Public Facility Plan Changes to transit or airport services |



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| Oregon Revised Statutes | Comments & Recommendations |
|--|--|
| <p>consistent with clear and objective dimensional standards;</p> <p>(C) Uses permitted outright under ORS 215.213(1)(j)-(m) and 215.283(1)(h)-(k), consistent with the provisions of OAR 660-012-0065; and</p> <p>(D) Changes in the frequency of transit, rail and airport services.</p> | <p>Recommendation: Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.</p> |
| <p>(b) To the extent, if any, that a transportation facility, service or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment;</p> | <p>See responses to -0045(1)(a)</p> |
| <p>(c) In the event that a transportation facility, service or improvement is determined to have a significant impact on land use or to concern the application of a comprehensive plan or land use regulation and to be subject to standards that require interpretation or the exercise of factual, policy or legal judgment, the local government shall provide a review and approval process that is consistent with OAR 660-012-0050. To facilitate implementation of the TSP, each local government shall amend its land use regulations to provide for consolidated review of land use decisions required to permit a transportation project.</p> | <p>This TPR Section references project development and implementation - how a transportation facility or improvement authorized in a TSP is designed and constructed (660-012-0050). Project development may or may not require land use decision-making. The TPR directs that during project development, projects authorized in an acknowledged TSP will not be subject to further justification with regard to their need, mode, function, or general location. To this end, the TPR calls for consolidated review of land use decisions and proper noticing requirements for affected transportation facilities and service providers.</p> <p>FCC 10-1-1-6-2.D and -3.B establish public notice requirements for Type II and Type III land use decisions. These provisions require notice to be sent to ODOT for any proposal located adjacent to a state roadway or that is expected to have an impact on a state transportation facility.</p> <p>FCC 10-1-1-5.B allows for consolidated proceedings when an applicant applies for more than one type of land use or development permit for the same or multiple parcels of land.</p> <p>Recommendation: The City should add provisions to FCC to 10-1-1-6-2.D and -3.B to include notice requirements to all transportation providers whose facilities may be impacted by a land use decision, including County facilities and the regional transit provider.</p> |
| <p>(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. Such regulations shall include:</p> | |
| <p>(a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are</p> | <p>FCC Chapter 10-36 – Public Facilities – includes provisions for access control measures, including:</p> |



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| Oregon Revised Statutes | Comments & Recommendations |
|-------------------------|----------------------------|
|-------------------------|----------------------------|

consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;

Intersection spacing (FCC 10-36-2-13)
 Right-of-way widths for functional street classifications and specific corridors (FCC 10-36-2-5)
 Traffic signals and roundabouts (FCC 10-36-2-11)
 Medians (FCC 10-36-2-12)
 All newly created lots must have street frontage and approved street access (FCC 10-36-2-1)
 FCC 10-35-2-7 establishes spacing standards between driveways and intersections. The City does not have minimum spacing requirements specific to driveways alone.
 Requirements that regulate driveway, street, and intersection spacing are not provided in City ordinances.
 Recommendation: The TSP process will assess the adequacy of existing standards to meet current and future needs and may result in new or updated roadway and access management standards. The City should also amend FCC 10-35-2-7 to include minimum spacing between driveways based on street functional classification. Street Improvement Standards will need to be made consistent with TSP standards.

(b) Standards to protect future operation of roads, transitways and major transit corridors;

FCC 10-1-1-4.E outlines the criteria for when a Traffic Impact Study may be required. Per this FCC section, Traffic Impact Studies are intended to determine capacity and safety impacts from a particular development proposal, whether the development will meet City transportation standards for capacity and safety, to mitigate anticipated impacts, and to implement applicable TPR regulations.
 FCC 10-35-2-5 establishes Traffic Study standards, which includes the required components of a Traffic Impact Study and authorizes the City to include conditions of approval.
Recommendation: Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.

(c) Measures to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation;

FCC 10-21-1 establishes the Airport Development District, which is intended to encourage and support the operation of the City's airport by allowing aviation-compatible uses.
 FCC 10-21-2, the Public Use Airport Safety and Compatibility Overlay Zone, is intended to establish safety standards to promote air navigation safety and reduce potential hazards to land uses near the airport. This Section includes provisions for the Airport Imaginary Surfaces, Airport Noise Impact Boundary,



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| Oregon Revised Statutes | Comments & Recommendations |
|--|---|
| | <p>and the Airport Secondary Impact Area. These provisions require land uses within these zones to be compliant with applicable Federal Aviation Administration (FAA) requirements.</p> <p>Recommendation: Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.</p> |
| <p>(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;</p> | <p>See response to -0045(1)(c).</p> |
| <p>(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;</p> | <p>FCC 10-36-1.E authorizes the City to require improvements to public facilities as a condition of development approval, provided the improvements are roughly proportional to the impact of the development on the facilities.</p> <p>FCC 10-35-2-5 – Traffic Study Requirements – authorizes the City to require conditions of approval in order for a development proposal to meet operations and safety standards consistent with the planned transportation system. The provision states that conditions of approval may include, but are not limited to the following:</p> <ul style="list-style-type: none"> Crossover/reciprocal easement agreements for all adjoining parcels to facilitate future access Access adjustments where proposed access points do not meet access spacing standards Right-of-way dedications for future improvements Street improvements Turn restrictions <p>FCC 10-35-2-6 authorizes the city to require consolidation of vehicle access points, recording of reciprocal access easements, installation of traffic control devices, and other mitigation measures as a condition of approval to land use approval to ensure safe and efficient operation of the City's transportation system.</p> <p>Recommendation: Existing code provisions meet the TPR requirement. However, the City should consider specifying that transportation-related conditions of approval may include bicycle and pedestrian improvements.</p> |
| <p>(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:</p> <p>(A) Land use applications that require public hearings;</p> <p>(B) Subdivision and partition applications;</p> | <p>FCC 10-1-1-6-2.D requires notice of any Type II decision to the airport, per ORS 227.175 and FCC 10-21-2-4, as well as any governmental agency entitled to notice under an intergovernmental agreement. This provision also requires notice be provided to ODOT for proposals adjacent to or expected to have an impact on state roadways.</p> |



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| Oregon Revised Statutes | Comments & Recommendations |
|--|---|
| <p>(C) Other applications which affect private access to roads; and</p> <p>(D) Other applications within airport noise corridors and imaginary surfaces which affect airport operations; and</p> | <p>Per FCC Table 10-1-1, Subdivisions and Partitions are Type II procedures, and therefore they require notice to ODOT if they are adjacent to or expected to have an impact on state roadways.</p> <p>FCC 10-1-1-6-3.B requires notices for quasi-judicial land use hearings (Type III decision) to the airport, per ORS 227.175 and FCC 10-21-2-4, as well as any governmental agency entitled to notice under an intergovernmental agreement. This provision also requires notice be provided to ODOT for proposals adjacent to or expected to have an impact on state roadways.</p> <p>FCC 10-21-2-4 requires notice for any land use decision to the airport sponsor and the Department of Aviation for any land use decision within the Public Use Airport Zone.</p> <p>FCC 10-1-1-6-4.D requires notice to any affected government agency of a hearing for a Type IV decision, which may include transportation agencies.</p> <p>Recommendation: Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.</p> |
| <p>(g) Regulations assuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP.</p> | <p>FCC 10-1-2 establishes rules and procedures for zoning map amendments, and FCC 10-1-3 provides rules and procedures for zoning and comprehensive plan amendments. Neither section requires that amendments must be consistent with transportation facility functions, capacities, or performance standards as identified in the TSP.</p> <p>Recommendation: Add language to FCC 10-1-2 and 10-1-3 that ensures zoning map and ordinance amendments are consistent with the planned transportation system. See recommendations for TPR Section -0060.</p> |
| <p>(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel.</p> | |
| <p>(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots;</p> | <p>FCC 10-3-10 establishes bicycle parking requirements. Bicycle parking is required for all non-residential uses at a rate of one space per every ten off-street vehicle spaces. Bicycle parking is required for triplexes, quadplexes, cluster housing, and multi-family housing at a rate of 1 space per 3 units, and bicycle parking is required at a rate of 1 space per</p> |



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(b) On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.

(A) "Neighborhood activity centers" includes, but is not limited to, existing or planned schools, parks, shopping areas, transit stops or employment centers;

(B) Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors and most local streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways;

(C) Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section;

(D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-direction travel;

(E) Streets and accessways need not be required where one or more of the following conditions exist:

(i) Physical or topographic conditions make a street or accessway connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided;

(ii) Buildings or other existing development on adjacent lands physically preclude a connection

20 bedrooms for group living and 1 space per 8 bedrooms for dormitories.

Recommendation: Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.

FCC 10-35-3-2 – Site Design and Layout – requires all developments to provide a continuous pedestrian system. These provisions include requirements for pedestrian walkway systems to connect to all future phases of development, existing or planned adjacent off-site trails, adjacent public parks or open space, and previously reserved public access easements on neighboring properties. These provisions also require developments to include safe, direct, and convenient walkways and pedestrian connections that are within the development site. Provisions for internal pedestrian connections also include requirements for walkway connections for all on-site parking areas, and the City may also require raised walkways for parking areas with 80 or more parking spaces.

FCC 10-35-4 requires proposed developments within a quarter mile of an existing or proposed transit stop to demonstrate a pedestrian route from building entrances to the transit facility or to the nearest public right-of-way that provides access to the transit facility.

FCC 10-36-2-5 includes cross section requirements for each street functional classification in the city. Bike lanes or bike sharrows are required for collectors and other specific street segments, such as portions of Munsel Lake Road, Rhododendron Drive, and Heceta Beach Road. Sidewalks are required along all streets and roads in the city.

Per FCC 10-36-2-6, cul-de-sacs are allowed only when environmental or topographical constraints, existing development, or conflicting City requirements preclude street extensions or through circulation.

FCC 10-35-2-7 establishes spacing standards between driveways and intersections.

FCC 10-36-2-9.C allows mid-block connections and multi-use paths in lieu of street connections and authorizes the City to require multi-use paths off cul-de-sacs to provide bicycle and pedestrian connections to adjacent development or paths.

Recommendation: Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Oregon Revised Statutes

Comments & Recommendations

now or in the future considering the potential for redevelopment; or

(iii) Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.

(c) Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors;

[Note: Subsection (d) defines safe and convenient]

(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.

See response to Section -0045(2)(e).

FCC 10-35-3-2 – Site Design and Layout – requires all developments to provide a continuous pedestrian system. These provisions include requirements for pedestrian walkway systems to connect to all future phases of development, existing or planned adjacent off-site trails, adjacent public parks or open space, and previously reserved public access easements on neighboring properties. These provisions also require developments to include safe, direct, and convenient walkways and pedestrian connections that are within the development site. Provisions for internal pedestrian connections also include requirements for walkway connections for all on-site parking areas, and the City may also require raised walkways for parking areas with 80 or more parking spaces.

Recommendation: Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.

(6) In developing a bicycle and pedestrian circulation plan as required by OAR 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.

The TSP will make recommendations to the bicycle and pedestrian plan that are consistent with TPR - 0020. This TPR requirements is currently addressed in the following areas:

Bicycle/pedestrian connection between cul-de-sacs and adjacent streets. See response to section - 0045(3)(b)

Site design criteria that create pedestrian paths – see response to section -004(3)(b)

Recommendation: This TPR requirement will be addressed by the TSP planning process, which will identify pedestrian and bicycle improvements for inclusion in the TSP and is met by requiring improvements in developing areas consistent with adopted code provisions.



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

| Oregon Revised Statutes | Comments & Recommendations |
|--|--|
| <p>(7) Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation. Notwithstanding section (1) or (3) of this rule, local street standards adopted to meet this requirement need not be adopted as land use regulations.</p> | <p>FCC 10-36-2-5 includes cross section requirements that include minimum right-of-way width for functional classification. There are no minimum right-of-way width standards for Arterial streets in the Code.</p> <p>Recommendation: The TSP process will revisit adopted roadway cross-sections and design requirements, keeping in mind that the TPR requires that cities minimize pavement width and total right-of-way consistent with the operational needs of the facility. At a minimum, the City should adopt right-of-way width and cross-section design standards for general arterial development in addition to the existing standards that are specific segments of existing roads. Standards should be made consistent between the TSP and Street Improvement Standards.</p> |
| <p>OAR 660-12-0060</p> <p>Amendments to functional plans, acknowledged comprehensive plans, and land use regulations that significantly affect an existing or planned transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility.</p> | <p>FCC 10-1-3 authorizes amendments to zoning district boundaries and zoning regulations. The approval criteria do not contain specific requirements that ensures proposed amendments are consistent with planned facilities within the adopted TSP.</p> <p>Recommendation: FCC 10-3-1 should add provisions that address plan amendment consistency with transportation facilities.</p> |

**APPENDIX G: TECH MEMO #6:
PREFERRED ALTERNATIVES**

TECH MEMO #6: PREFERRED ALTERNATIVES

Date: June 12, 2023

To: Wendy Farley-Campbell, Clare Kurth, Erin Reynolds, and Mike Miller, City of Florence
Michael Duncan, Oregon Department of Transportation

From: Russ Doubleday, Michael Ruiz-Leon, Matt Bell, Susan Wright, PE, PMP, Kittelson & Associates, Inc.

Project: City of Florence Transportation System Plan Update

Subject: Final Tech Memo #6: Preferred Alternatives

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Introduction

This memorandum presents the preferred alternatives developed by the project team to address the gaps, deficiencies, and needs identified throughout the planning process. The preferred alternatives identified in this memorandum will form the basis for the plans, policies, programs, and projects included in the Florence Transportation System Plan (TSP) update.

Previous tech memos documented existing gaps and deficiencies in the transportation system (see *Tech Memo #3: Existing Conditions Inventory and Analysis*), future transportation system needs to address growth (see *Tech Memo #4: Future Systems Conditions*), and potential transportation system alternatives (see *Tech Memo #5: Alternatives Analysis and Funding Program*). The project team combined information provided in these and other tech memos to select the preferred alternatives and identify priorities for the preferred and cost constrained plans. The priorities reflect the goals and objectives and evaluation criteria developed for the



TSP update (see *Tech Memo 2: Project Goals and Objectives and Evaluation Criteria*). The information provided in this memorandum was revised based on input from the project team, the project advisory committee, and the community.

Project Goals, Objectives, and Evaluation Criteria

Project goals, objectives, and evaluation criteria were developed early in the planning process to guide the development of the TSP update. The project goals, objectives, and evaluation criteria reflect the vision of a vibrant community and emphasize the desire to increase options for people walking, biking, and taking transit. The project goals and objectives were used to select the preferred alternatives, while the evaluation criteria were used to prioritize them in the planned and cost constrained plans.

PREFERRED ALTERNATIVES

A qualitative assessment of the transportation system alternatives was conducted by the project team to identify the preferred alternatives. The qualitative assessment considered the goals and objectives of the TSP update as well as potential environmental impacts, engineering challenges, and input from the community. The goals of the TSP update are documented in Tech Memo 2 and summarized below.

- » **Goal 1: Creating a Safe Transportation System for All** – Prioritize the safe movement for all users and for all modes within the community along city, county, and state roadways. Minimize crashes and fatalities that occur on the transportation network.
- » **Goal 2: Building Facilities that Support Economic Development and Are Cost-Effective** – Build transportation facilities that are suited for the community and its continued economic development. Transportation decisions should balance the needs of the summer peak period and the needs of the year-round population, where those may be in conflict.
- » **Goal 3: Meeting the Wide-Ranging Transportation Needs of All Users** – Build a transportation system that meets the needs of all users in Florence. Invest in non-automotive transportation modes to help people travel within Florence. Connect neighborhoods to major activity centers without needing to use an automobile.
- » **Goal 4: Minimizing Environmental Impacts** – Support policies and programs that minimize pollution and reduce impacts to the environment and climate change. Recognize that transportation impacts are more likely to be felt negatively by historically marginalized communities.
- » **Goal 5: Adding Resilience to the Network and Planning for Emergencies** – Create a transportation network that can quickly evacuate residents in the event of a major earthquake and/or tsunami and can build resilience within the community.
- » **Goal 6: Coordinating with Local, Regional, and State Partners** – Foster good relationships with public and private partners in the common interest of building the city's transportation network.

Alternatives that received the same or similar scores were discussed by the project team and, in most cases, a preferred alternative was identified. However, in some cases two or more preferred alternatives remain and are presented below for further consideration. *Attachment A contains the qualitative assessment of the alternatives.*



EXISTING CITY GOALS AND POLICIES

The *Florence Realization 2020 Comprehensive Plan* includes 13 goals and 34 policies related to transportation, which were developed in the city's current transportation system plan from 2012. As discussed in *Tech Memo #2: Goals, Objectives, and Evaluation Criteria*, these goals and policies were molded into goals, objectives, and evaluation criteria to better assess project alternatives and the selection of preferred alternatives. However, not all goals and policies were rolled into the new set of project goals and objectives. Existing goals and objectives include the following topics that are not covered by the six project goals listed above:

- » Creating an annual street maintenance plan
- » Having a transportation system that supports existing and proposed land uses
- » Providing adequate parking facilities, and avoid constructing off-street parking areas where backing onto a public street is necessary
- » Maintaining vision clearance on private property

Roadway System

The preferred alternatives developed for the roadway system include changes to the functional classification plan, new major street (arterial and collector) connections, new local street connections, traffic safety and operational enhancements, and more. Collectively, these alternatives will improve the safety and efficiency of the transportation system while accommodating the needs of future growth.

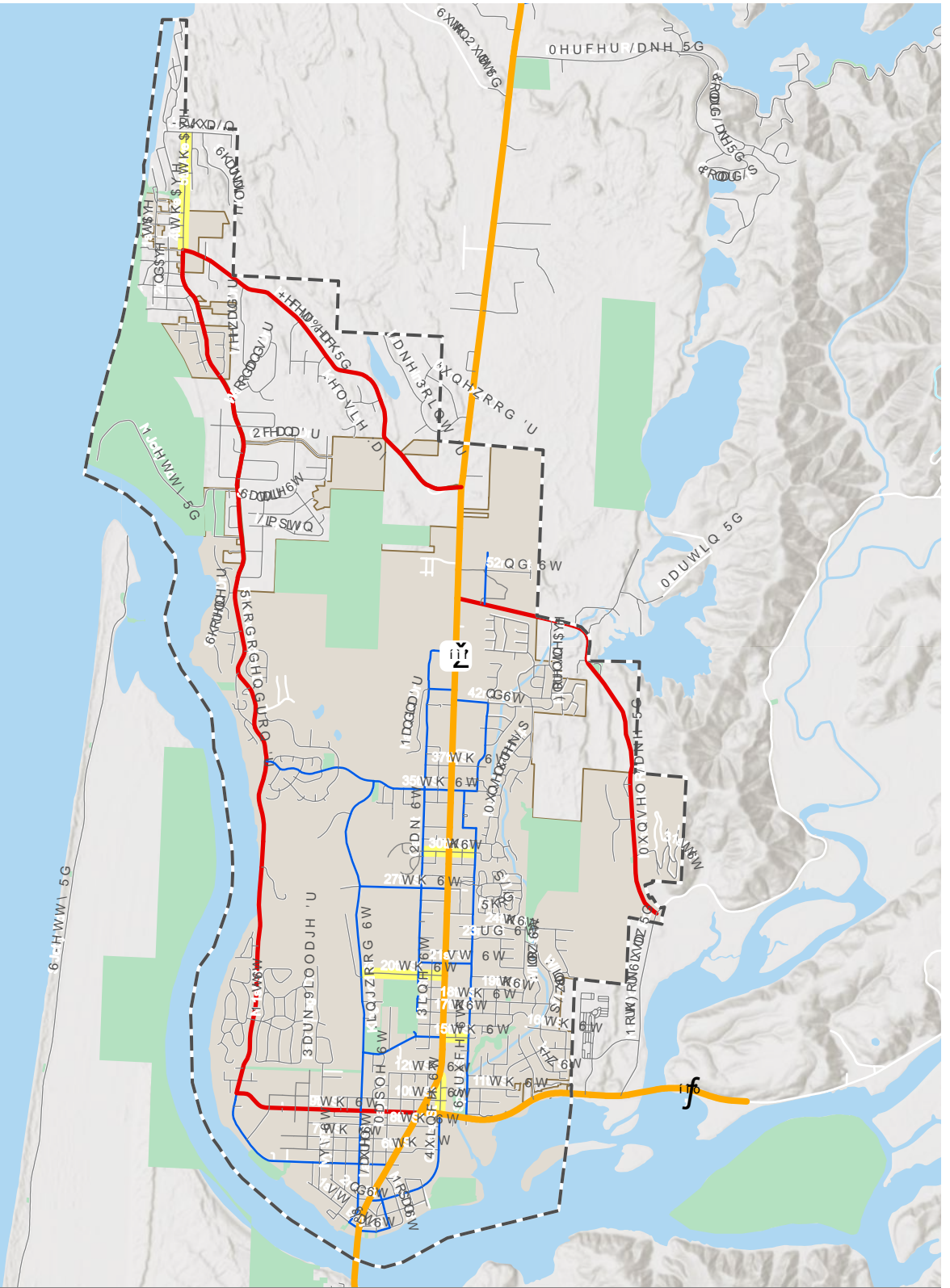
FUNCTIONAL CLASSIFICATION

The preferred alternatives include several changes to the City's functional classification plan, each of which increases the classification of City roadways from local streets to collectors. The changes reflect a review of the City's existing functional classification plan along with the functional classification plans of ODOT and Lane County. The changes are intended to better align the classifications with the roadway uses and to provide further arterial and collector connectivity within the built network. The proposed changes in functional classification are shown in summarized in Table 1 and shown in Figure 1.

Table 1. Proposed Functional Classification Changes

| Street | Segment | Existing Classification | Proposed Classification |
|-------------------------------|----------------------------------|-------------------------|-------------------------|
| Lane County Streets | | | |
| 4th Avenue | Falcon Street to Joshua Lane | Local Street | Collector |
| Quince Street | OR 126 to US 101 | Local Street | Collector |
| City Streets | | | |
| 4th Avenue | Heceta Beach Rd to Falcon Street | Local Street | Collector |
| 15th Street | US 101 to Spruce Street | Local Street | Collector |
| 20th Street | Kingwood Rd to US 101 | Local Street | Collector |
| 30th Street | Oak Street to Spruce Street | Local Street | Collector |

The City will coordinate with ODOT and Lane County to address discrepancies in the functional classification of roadways within the city.



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MAJOR STREET CONNECTIVITY AND ROADWAY CAPACITY

The preferred alternatives include several new major street connections (arterials and collectors) that will enhance connectivity within the city. The new connections reflect a review of existing major street connections as well as planned connections identified in the 2012 TSP. The future street system needs to balance the benefits of providing a well-connected roadway system with the connectivity challenges in the city due to existing constraints.

Table 2 identifies the preferred alternatives for the roadway system. The priorities shown in Table 2 are based on the project evaluation criteria as well as input from the project team, the project advisory committee, and the community. The cost estimates are based on average unit costs for similar roadway improvements in the northwest. Figure 2 illustrates the location of the preferred roadway system alternatives.

Table 2. Preferred Roadway System Alternatives

| Map ID | Location | Description | Priority | Cost (\$1,000) |
|---------------------------------------|--|---|----------|----------------|
| Preferred Roadway Alternatives | | | | |
| R1 | US 101 (Refinement Plan) | Complete a refinement plan from Munsel Lake Road to the 21 st St to evaluate the potential to reconfigure of the roadway with a 3-lane cross section | High | \$150 |
| R2 | Bay Street (Streetscape Plan) | Complete a streetscape design plan from Kingwood Street to Nopal Street to evaluate the potential reconfiguration of the roadway | High | \$50 |
| R3 | Pacific View Drive | Extend the roadway from the southern terminus to Rhododendron Drive at New Hope Lane | Low | \$1,965 |
| R4 | Munsel Lake Road | Extend the roadway from US 101 to Oak Street (Coordinate with Project R17) | Medium | \$775 |
| R5 | Munsel Lake Road/46 th Street | Extend Munsel Lake Road OR 46 th Street from Oak Street to Rhododendron Drive – if 46 th Street is extended, the US 101/46 th Street intersection may need to be reconfigured | Low | \$5,460 |
| R6 | Oak Street | Extend the roadway from 46 th Street to Heceta Beach Road | Medium | \$4,805 |
| R7 | 20 th Street | Extend the roadway from the western terminus to Kingwood Street – includes potential realignment with Airport Lane | Medium | \$320 |
| R8 | Spruce Street | Extend the roadway from the northern terminus to Heceta Beach Road | Low | \$1,905 |
| R9 | Spruce Street | Extend the roadway from OR 126 to the 8 th Street Extension | Medium | \$260 |
| R10 | 8 th Street | Extend the roadway from Quince Street to the Spruce Street Extension – includes a bridge over Munsel Creek | Medium | \$1,260 |
| R11 | Heceta Beach Road | Extend the roadway from US 101 to Spruce Street (Coordinate with Project R16) | Low | \$835 |
| R12 | 4 th Avenue | Upgrade the roadway from Heceta Beach Rd to Joshua Lane to Collector standard | Low | \$2,085 |
| R13 | 20 th Street | Upgrade the roadway from Kingwood Street to US 101 to Collector standard | Medium | \$1,260 |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

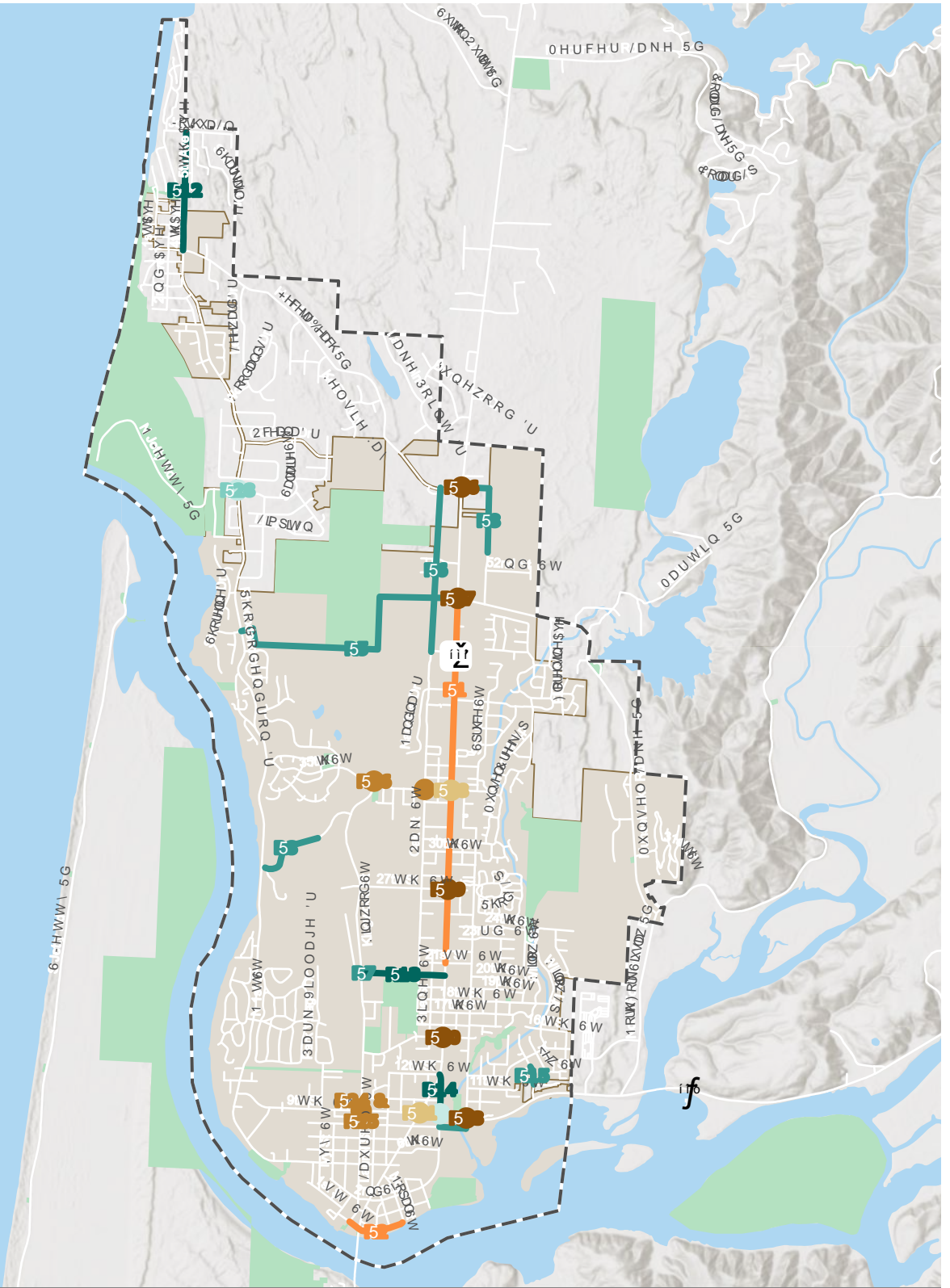
| | | | | |
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| R14 | Quince Street | Upgrade the roadway from OR 126 to US 101 to Collector standard | Low | \$420 |
| R15 | Xylo Street | Upgrade the roadway from Willow Ct to 12 th St | Medium | \$465 |
| Preferred Intersection Alternatives | | | | |
| R16¹ | US 101/Heceta Beach Road | Reconfigure the intersection/modify the traffic control (e.g., traffic signal, roundabout) when warranted – cost estimate reflects a traffic signal | Medium | \$1,250 |
| R17¹ | US 101/Munsel Lake Road | Reconfigure the intersection/modify the traffic control (e.g., traffic signal, roundabout) when warranted – cost estimate reflects a traffic signal | High | \$1,250 |
| R18¹ | US 101/35 th Street | Restripe the eastbound approach to the intersection to maximize the available storage | Medium | \$50 |
| R19¹ | US 101/27 th Street | Reconfigure the intersection/modify the traffic control (e.g., traffic signal, roundabout) when warranted – cost estimate reflects a traffic signal | Medium | \$1,250 |
| R20¹ | US 101/15 th Street | Reconfigure the intersection/modify the traffic control (e.g., traffic signal, roundabout) when warranted – cost estimate reflects a traffic signal | Low | \$1,250 |
| R21¹ | US 101/OR 126 | Restripe the eastbound and southbound approaches to maximize the available storage | High | \$50 |
| R22¹ | OR 126/Quince Street | Implement turning movement restrictions (right-in/right-out/left-in) | High | \$150 |
| R23¹ | OR 126/Spruce Street | Reconfigure the intersection/modify the traffic control (e.g., traffic signal, roundabout) when warranted – cost estimate reflects a traffic signal | Low | \$1,250 |
| R24 | 9 th Street/ Kingwood Street | Reconfigure the intersection to all-way stop-control when warranted | High | \$50 |
| R25 | 9 th Street/ Kingwood Street | Reconfigure the intersection as a mini-roundabout when warranted | Low | \$1,250 |
| R26 | 35 th Street/ Kingwood Street | Reconfigure the intersection to all-way stop-control when warranted | High | \$50 |
| R27 | 35 th Street/Oak Street | Reconfigure the intersection to all-way stop-control when warranted | High | \$50 |
| R28 | Rhododendron Drive/Jetty Road | Install separate left- and/or right-turn lanes at the intersection | Low | \$250 |
| Total High Priority Cost | | | | \$1,800 |
| Total Medium Priority Cost | | | | \$11,695 |
| Total Low Priority Cost | | | | \$16,670 |
| Total Cost | | | | \$30,165 |

Note: The cost estimates do not include right-of-way acquisition or wetland mitigation due to the high variability depending on location, parcel sizes, and other characteristics. The cost estimates reflect the full cost of the projects, including costs likely to be funded by others, such as ODOT or private developers.

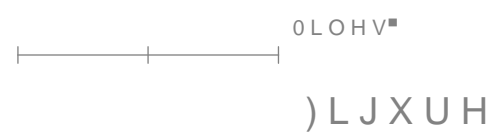
1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer. Further evaluation will be required to determine the most appropriate form of traffic control.

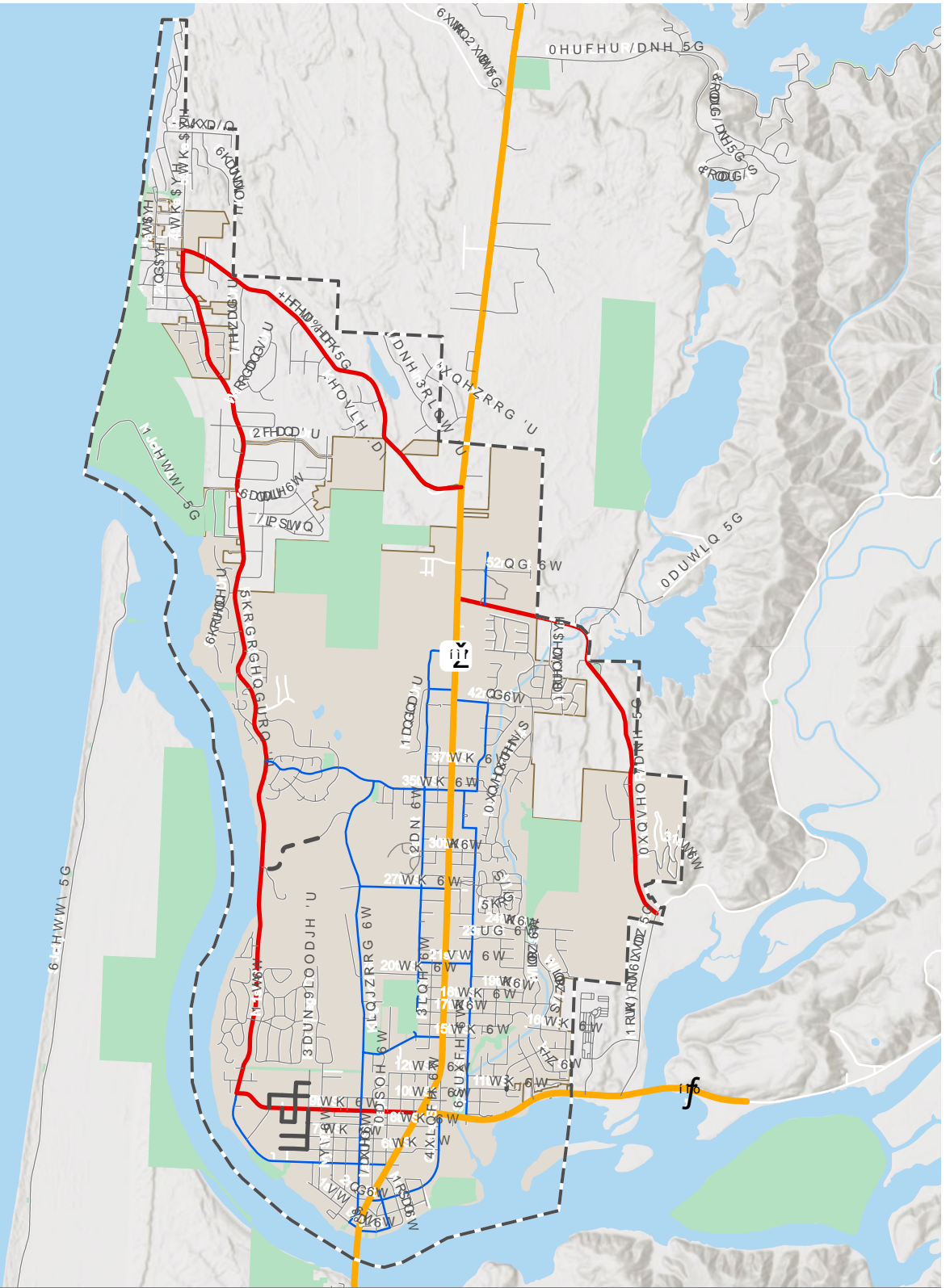
LOCAL STREET CONNECTIVITY

Several local street connections were identified for the Florence TSP update. Figure 3 illustrates the location and general orientation of the connections. Roadway alignments and cost estimates are not provided as they are anticipated to be determined as part of future development. The City will refer to the local street connections shown in Figure 3 during development review to ensure future development and redevelopment improve local street access and circulation within the city.



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TRAFFIC SAFETY

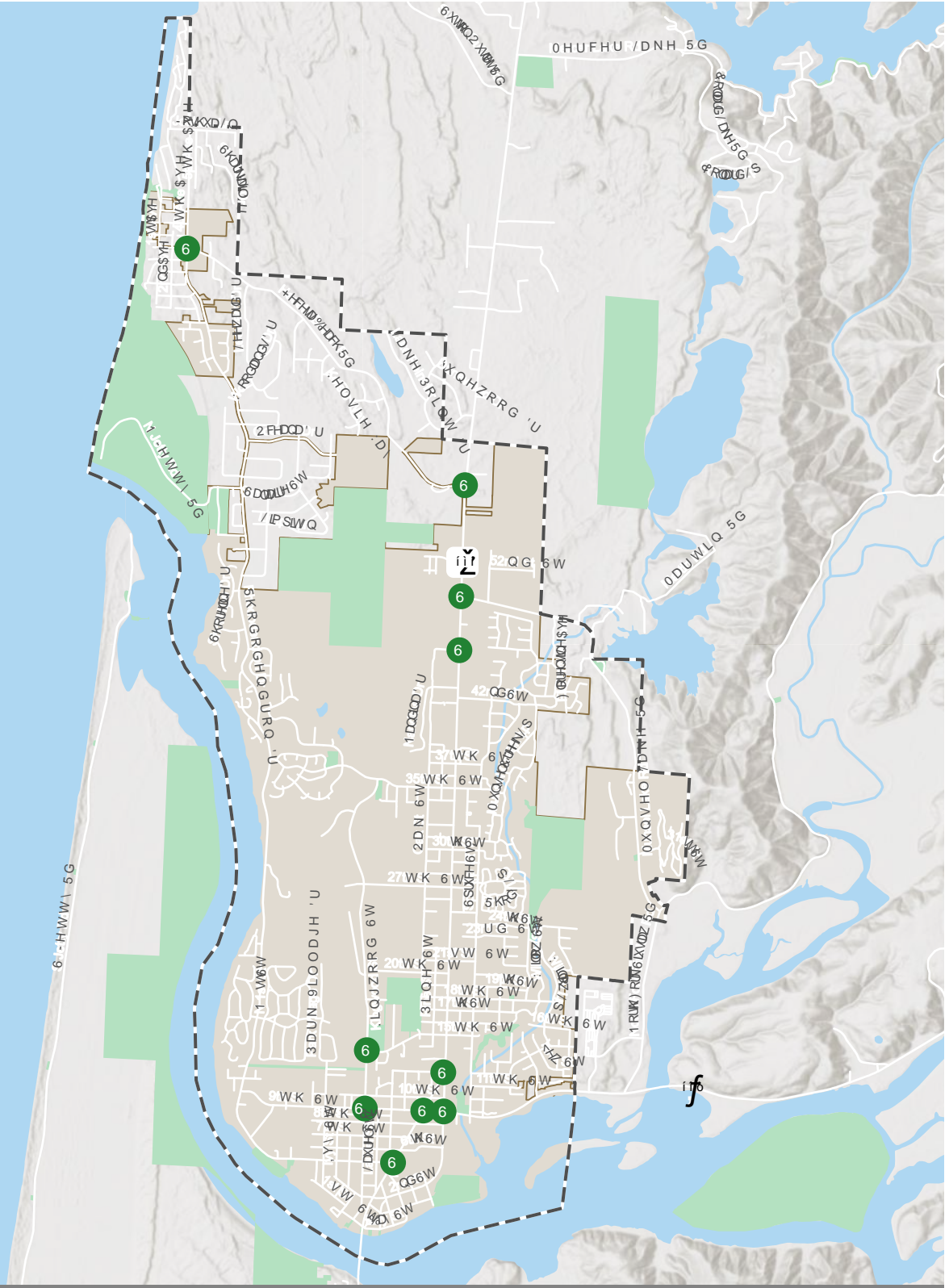
The preferred alternatives developed for the roadway system also include traffic safety enhancements at locations with a history of fatal and severe injury crashes as well as locations with high crash rates. Table 3 identifies the preferred alternatives to address traffic safety. The priorities shown in Table 3 are based on the project evaluation criteria as well as input from the project team, the project advisory committee, and the community. The cost estimates are based on average unit costs for similar roadway improvements in the northwest. Figure 4 illustrates the location of the preferred traffic safety alternatives.

Table 3. Preferred Traffic Safety Alternatives

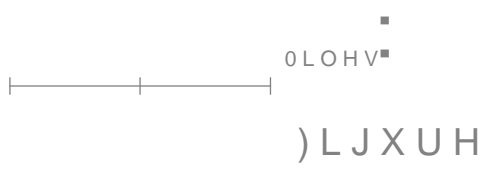
| Map ID | Location | Description | Priority | Cost (\$1,000) |
|-----------------------------------|---|---|----------|----------------|
| S1 ^{1,2} | US 101/Heceta Beach Road | Install advance intersection warning signs with flashing beacons; install southbound dynamic speed feedback sign after entering Florence; and install intersection lighting | Medium | \$250 |
| S2 ¹ | US 101/Munsel Lake Road | Install advance intersection warning signs with flashing beacons and install intersection lighting | High | \$150 |
| S3 ¹ | US 101/46 th Street | Install advance intersection warning signs with flashing beacons; install street name signs; install intersection lighting; and trim/remove vegetation | Medium | \$150 |
| S4 ¹ | US 101/12 th Street | Install street lighting and evaluate need for traffic control modification | Low | \$50 |
| S5 ¹ | US 101/OR 126 | Increase visibility of traffic signal heads (larger bulbs, reflective backplates, etc.) | High | \$50 |
| S6 ¹ | US 101/Rhododendron Drive | Increase visibility of traffic signal heads (larger bulbs, reflective backplates, etc.) | High | \$50 |
| S7 ¹ | OR 126/Quince Street | Install street lighting and evaluate need for traffic control modification (Coordinate with Project R22) | High | \$100 |
| S8 | Rhododendron Drive/Heceta Beach Road | Install advance intersection warning signs on Heceta Beach Road; trim vegetation in SE and SW corners to increase sight distance; and install intersection lighting | High | \$150 |
| S9 | Kingwood Street/15 th Street | Install advance intersection warning signs on Kingwood Street and trim vegetation in SE corner to increase sight distance | High | \$100 |
| S10 | Kingwood Street/9 th Street | Install advance intersection warning signs on 9 th Street; install additional intersection lighting; and evaluate need for traffic control modification (Coordinate with Projects R24 and R25) | High | \$100 |
| Total High Priority Cost | | | | \$700 |
| Total Medium Priority Cost | | | | \$400 |
| Total Low Priority Cost | | | | \$50 |
| Total Cost | | | | \$1,150 |

Note: The cost estimates do not include right-of-way acquisition or wetland mitigation due to the high variability depending on location, parcel sizes, and other characteristics. The cost estimates reflect the full cost of the projects, including costs likely to be funded by others, such as ODOT or private developers.

1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer.
2. Speed feedback signs are considered enforcement tools, and the City will be expected to fund, operate, and maintain the speed feedback signed under an ODOT permit.



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In addition to the Safety Alternatives identified in Table 3, several additional alternatives were considered along specific roadways:

- » US 101 and OR 126 – implement traffic calming/speed reduction treatments at the approach to major intersections.
- » Heceta Beach Road – implement traffic calming/speed reduction treatments from Rhododendron Drive to US 101.
- » Munsel Lake Road – implement traffic calming/speed reduction treatments from US 101 to N Fork Road.
- » N Fork Road – implement traffic calming/speed reduction treatments from US 101 to Munsel Lake Road.
- » Kingwood Street – implement traffic calming measures/speed reduction treatments from 20th Street to 35th Street.
- » Oak Street – implement traffic calming measures/speed reduction treatments from 35th Street to 46th Street.
- » 15th Street-Airport Road – implement traffic calming/speed reduction treatments from Kingwood Street to US 101.

ACCESS MANAGEMENT

Numerous driveways and street connections increase the number of conflict points and potential for collisions and decrease mobility and traffic flow. *Tech Memo 5* identifies potential access management alternatives to preserve transportation system investments and guard against deteriorations in safety and increased congestion. The alternatives include:

- » Update the city-wide access spacing standards to include spacing between driveways,
- » Define a variance process for when the standard cannot be met, and
- » Establish an approach for access consolidation over time to move in the direction of the access spacing standards at each opportunity.

Access Spacing Standards

The City's access spacing standards will continue to be determined by functional classification and provide standards for minimum intersection and driveway spacing. However, they will also include minimum spacing between driveways. Table 4 summarizes City's access spacing standards.

Table 4: City Access Spacing Standards

| Functional Classification | Minimum Spacing Between Intersections (ft) | Minimum Spacing between Intersections and Driveways (ft) | Minimum Spacing between Driveways (ft) |
|---------------------------|--|--|--|
| Alley | N/A | 15 | N/A |
| Local Street | 125 | 25 | 25 |
| Collector Street | 250 | 30 | 125 |
| Arterial Street | 250 | 50 | 125 |



Access Management Policies

The access management policies are provided below.

- » Defer to ODOT access spacing standards and policies on ODOT facilities.
- » Ensure all new developments meet access spacing standards.
- » Consolidate non-conforming access points as part of redevelopment to move in the direction of access spacing standards.
- » Establish access variance policies for parcels whose highway/street frontage, topography, or location would otherwise preclude conforming access spacing.

A comprehensive list of potential access spacing variance policies and an approach for access consolidation are provided in Tech Memo 5.

NEIGHBORHOOD TRAFFIC MANAGEMENT

Neighborhood Traffic Management (NTM) is a term used to describe traffic control devices that reduce travel speeds and traffic volumes in residential neighborhoods. NTM is also commonly referred to as traffic calming because of its ability to calm traffic. NTM strategies have been implemented in locations throughout the city; however, there are many areas where additional NTM could be considered. Table 5 lists several common NTM options that are typically supported by emergency response as long as minimum street criteria are met.

Table 5: Neighborhood Traffic Management (NTM) Options by Functional Classification

| Measure | Roadway Classifications | | |
|------------------------------|-------------------------|---------------|--|
| | Arterial | Collector | Local |
| Curb Extension | Supported | Supported | NTM measures are generally supported on lesser response routes that have connectivity (more than two accesses) |
| Raised Median Island | Supported | Supported | |
| Pavement Texture | Supported | Supported | |
| Sign | Supported | Supported | |
| Lane Width | Supported | Supported | |
| Diverter | Not Supported | Supported | |
| Speed Hump | Not Supported | Not Supported | |
| Raised Crosswalk | Not Supported | Not Supported | |
| Speed Cushion | Not Supported | Not Supported | |
| Choker | Not Supported | Not Supported | |
| Traffic Circle | Not Supported | Not Supported | |
| Meandering Alignments | Not Supported | Not Supported | |

Note: NTM measures are supported with the qualification that they meet emergency response guidelines including minimum street width, emergency vehicle turning radius, and accessibility/connectivity.

As shown in Table 5, several NTM solutions are limited to local streets; on arterial or collector streets, implementation of these NTM solutions can be counterproductive and lead to cut through traffic on local streets. NTM solutions on arterial and collector streets can also cause conflicts for emergency response as well as freight and public transit.



Pedestrian System

The preferred alternatives developed for the pedestrian system include sidewalks that fill gaps and provide new facilities along city streets, multi-use paths/trails that augment and support the sidewalks, and enhanced crossings that enable people to safely cross streets. Collectively, these alternatives will help enhance and expand the multimodal transportation system and encourage walking and other non-motorized trips consistent with the goals of the TSP Update.

PEDESTRIAN SYSTEM ALTERNATIVES

Table 6 identifies the preferred alternatives developed for the pedestrian system. The priorities shown in Table 6 are based on the project evaluation criteria as well as input from the project team, the project advisory committee, and the community. The cost estimates are based on average unit costs for similar roadway improvements in the northwest. Figure 5 illustrates the location of the preferred pedestrian system alternatives.

Table 6. Preferred Pedestrian System Alternatives

| Map ID | Location | Description | Priority | Cost (\$1,000) |
|--------------------------------|---|--|----------|----------------|
| ODOT Streets | | | | |
| P1 | US 101 37 th St to UGB | Complete sidewalks on both sides of the street | High | \$3,090 |
| P2 | OR 126 US 101 to N Fork Road | Construct sidewalks on both sides of the street from Spruce Street to Tamarack Street and a multi-use path on the north side from Tamarack Street to N Fork Road | High | \$1,605 |
| Lane County Streets | | | | |
| P3 | Heceta Beach Rd US 101 to Rhododendron Dr | Construct multi-use path on one side of the street with stormwater facility | High | \$2,750 |
| P4 | Munsel Lake Rd US 101 to Spruce St | Construct sidewalks with landscape strips on one side of the street and a multi-use path on the other side of the street | High | \$450 |
| P5 | Munsel Lake Rd Spruce St to Ocean Dunes Dr | Construct multi-use path on one side of the street (include landscape strip as feasible) | High | \$2,125 |
| P6 | Munsel Lake Rd Ocean Dunes Dr to N Fork Rd | Construct multi-use path on one side of the street (include landscape strip as feasible) | High | \$705 |
| P7 | N Fork Rd OR 126 to Munsel Lake Rd | Construct multi-use path on one side of the street (include landscape strip as feasible) | High | \$1,310 |
| P8 | N Jetty Rd Rhododendron Dr to North Jetty Beach | Construct multi-use path on one side of the street (include landscape strip as feasible) | Medium | \$1,550 |
| City Streets – Arterial | | | | |
| P9 | 9th St | Maintain existing facilities | N/A | N/A |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

| | | | | |
|---------------------------------|--|--|--------|---------|
| | US 101 to Rhododendron Dr | | | |
| P10 | Rhododendron Dr US 101 to Hemlock St | Maintain existing facilities | N/A | N/A |
| P11 | Rhododendron Dr 9 th St to Wild Winds St | Construct multi-use path on one side of the street (include landscape strip as feasible) | High | \$1,040 |
| P12 | Rhododendron Dr Wild Winds St to 35 th St | Construct multi-use path on one side of the street (include landscape strip as feasible) | High | \$1,295 |
| P13 | Rhododendron Dr 35 th St to Heceta Beach Rd | Construct multi-use path on one side of the street (include landscape strip as feasible) | High | \$3,730 |
| City Streets – Collector | | | | |
| P14 | 2nd St US 101 to Harbor St | Fill in sidewalk gaps on both sides of the street within Old Town | High | \$530 |
| P15 | 21st St Oak St to US 101 | Maintain existing facilities | N/A | N/A |
| P16 | 21st St US 101 to Spruce St | Fill in sidewalk gaps on both sides of the street | Medium | \$255 |
| P17 | 27th St US 101 to Kingwood St | Fill in sidewalk gaps on both sides of the street between US 101 and Oak St | Medium | \$840 |
| P18 | 35th St Rhododendron Dr to Kingwood St | Construct sidewalks on both sides of the street | High | \$1,105 |
| P19 | 35th St Kingwood St to Oak St | Fill in sidewalk gaps on both sides of the street | High | \$505 |
| P20 | 35th St Oak St to US 101 | Fill in sidewalk gaps on both sides of the street | High | \$255 |
| P21 | 35th St US 101 to Spruce St | Maintain existing facilities | N/A | N/A |
| P22 | 42nd St US 101 to Spruce St | Construct sidewalks on both sides of the street | Medium | \$325 |
| P23 | 43rd St Oak St to US 101 | Fill in sidewalk gaps on both sides of the street | Medium | \$245 |
| P24 | 46th St Oak St to US 101 | Maintain existing facilities | N/A | N/A |
| P25 | Airport Rd/15th St Kingwood St to US 101 | Fill in sidewalk gaps on both sides of the street | Medium | \$805 |
| P26 | Bay St Kingwood St to Nopal St | Reconstruct sidewalks to increase width (Coordinate with project R2) | Medium | \$550 |
| P27 | Kingwood St Bay St to 9 th St | Fill in sidewalk gaps on both sides of the street | Medium | \$1,090 |
| P28 | Kingwood St | Fill in sidewalk gaps on both sides of the street | Medium | \$560 |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

| | | | | |
|---|---|---|--------|------------------|
| | 9 th St to Airport Wy | | | |
| | Kingwood St | | | |
| P29 | Airport Wy to 20 th St | Fill in sidewalk gaps on both sides of the street | Medium | \$720 |
| P30 | Kingwood St 20 th St to 35 th St | Reconstruct sidewalks with landscape strips OR implement traffic calming | Low | \$2,000 |
| P31 | Maple St US 101 to Bay St | Maintain existing facilities | N/A | N/A |
| P32 | Oak St 20 th St to 27 th St | Maintain existing facilities | N/A | N/A |
| P33 | Oak St 27 th St to 35 th St | Construct sidewalk on the east side of the street | High | \$950 |
| P34 | Oak St 35 th St to 46 th St | Reconstruct sidewalks with landscape strips OR implement traffic calming | Low | \$1,335 |
| P35 | Quince St 2 nd St to OR 126 | Reconstruct and fill-in Sidewalks | Medium | \$365 |
| P36 | 32nd-Redwood St Spruce St to 35 th St | Fill in sidewalk gaps on south and west side of the street | Medium | \$480 |
| P37 | Spruce St 42 nd St to 35 th St | Fill in sidewalk gaps on both sides of the street | Medium | \$875 |
| P38 | Spruce St 32 nd to 17 th St | Maintain existing facilities | N/A | N/A |
| P39 | Spruce St 17 th St to OR 126 | Fill sidewalks gaps on both sides of the street | Medium | \$1,005 |
| P40 | Spruce St Munsel Lake Rd to northern terminus | Construct sidewalks on the west side of the street | Low | \$495 |
| City Streets – Other Streets of Significance | | | | |
| | 4th Ave | | | |
| P41 | Heceta Beach Rd to Joshua Ln | Construct sidewalks on both sides of the street (coordinate with Project R12) | Low | \$0 ¹ |
| | 20th St | | | |
| P42 | Kingwood St to US 101 | Construct sidewalks on both sides of the street (coordinate with Project R13) | Medium | \$0 ¹ |
| | Laurel St-Old Town Wy | | | |
| P43 | US 101 to Maple St | Fill in sidewalk gaps on both sides of the street | High | \$405 |
| | 30th St | | | |
| P44 | Oak St to US 101 | Maintain existing facilities | N/A | N/A |
| | 30th St | | | |
| P45 | US 101 to Spruce St | Maintain existing facilities | N/A | N/A |
| Total High Priority Cost | | | | \$21,850 |
| Total Medium Priority Cost | | | | \$9,665 |
| Total Low Priority Cost | | | | \$3,830 |
| Total Cost | | | | \$35,345 |

1. Project cost included in roadway system cost.



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Table 7 identifies the preferred pedestrian crossing alternatives developed for the pedestrian system. Figure 6 illustrates the location of the preferred pedestrian crossing alternatives.

Table 7. Preferred Pedestrian Crossing Alternatives

| Map ID | Location | Description | Priority | Cost (\$1,000) |
|-----------------------------------|--------------------|---|----------|----------------|
| ODOT Streets | | | | |
| C1 ¹ | US 101 | Install enhanced crossing treatments on US 101 at 46 th St and 42 nd /43 rd St | High | \$250 |
| C2 ¹ | US 101 | Install enhanced crossing treatments on US 101 at 27 th St | Medium | \$250 |
| C3 ¹ | US 101 | Install protected intersection treatments at all signalized intersections as feasible – include at future intersections if a signal is being constructed | Low | \$1,500 |
| C4 ¹ | US 101 | Add leading pedestrian intervals on US 101 at 35 th St and 21 st St | Medium | \$50 |
| Lane County Streets | | | | |
| C5 | Munsel Lake Rd | Install enhanced crossing treatments on Munsel Lake Rd at Munsel Landing County Park and at Ocean Dunes Dr | High | \$50 |
| City Streets | | | | |
| C6 | 9 th St | Install enhanced crossing treatments at existing crosswalks: Maple St, Kingwood St, and PeaceHealth access road | Medium | \$150 |
| C7 | Rhododendron Dr | Install enhanced crossings treatments on Rhododendron Dr at Kingwood St, Hemlock St, Greentrees Village, 35 th St, and Heceta Beach Rd | Medium | \$250 |
| C8 | Kingwood St | Install enhanced crossing treatments at Bay St, 27 th St, and 35 th St | Medium | \$100 |
| C9 | Oak St | Install enhanced crossing treatments at 35 th St, 27 th St, and 21 st St; install second crosswalk and school crosswalk signs at 30 th St | High | \$200 |
| C10 | Quince St | Install enhanced crossing treatments at the Florence Events Center access | Medium | \$50 |
| C11 | Spruce St | Install enhanced crossing treatments at multi-use path locations at 13 th St, 27 th St, and 29 th St | Medium | \$150 |
| C12 | Old Town | Install marked crosswalks with curb extensions on 2 nd St at Nopal St, Oak St, and Harbor St; install midblock crossings at Bay St and the boardwalk | High | \$250 |
| Total High Priority Cost | | | | \$750 |
| Total Medium Priority Cost | | | | \$1,000 |
| Total Low Priority Cost | | | | \$1,500 |
| Total Cost | | | | \$3,250 |

Note: Further evaluation will be required to identify the type of enhanced crossing treatments needed at each crossing location.

1. Installation of enhanced crossing treatments will require approval by and coordination with ODOT.



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Table 8 identifies the preferred multi-use path alternatives developed for the pedestrian system. Figure 7 illustrates the location of the preferred multi-use path alternatives.

Table 8. Preferred Multi-use Path Alternatives

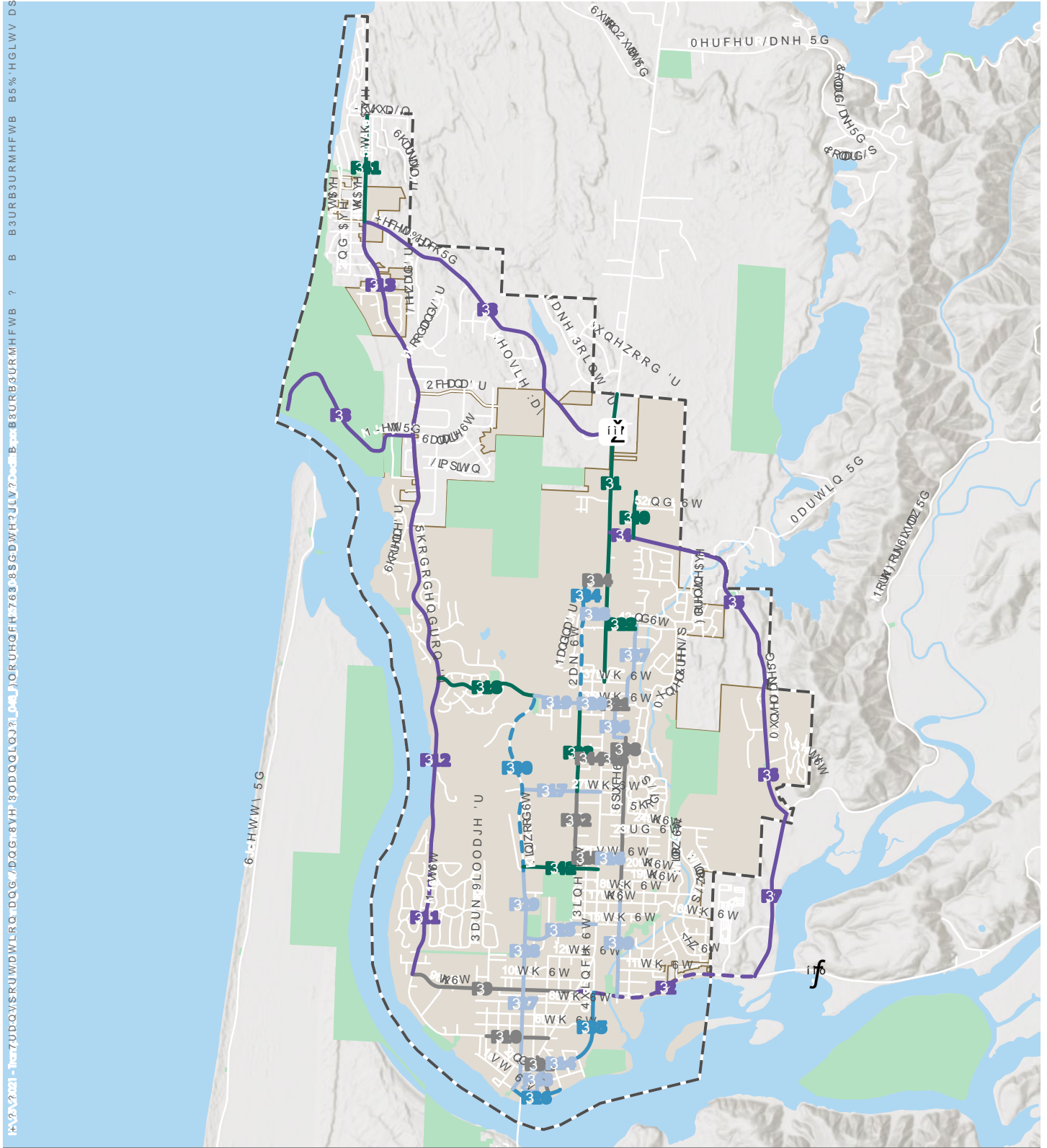
| Map ID | Location | Description | Priority | Cost (\$1,000) |
|-----------------------------------|---|--|----------|----------------|
| MU1 | Munsel Creek Multi-use Path | Install and/or improve the segments of the Munsel Creek Trail between Quince Street and 16th Street and between 25th Street and 29th Street. Between 16th St and 25th St, the path uses the existing West Park Drive, 18th St, Willow Loop, 23rd St, and Willow St roadway alignments (MU1-A). Extend the path from the Munsel Lake Greenway to Munsel Lake Road (MU1-B) | High | \$3,180 |
| MU2 | Estuary Trail | Install a multi-use path from the Boardwalk in Old Town to south end of Munsel Creek Trail | High | \$1,375 |
| MU3 | 12th Street Multi-use Path | Install and/or improve the existing path between Kingwood Street and Rhododendron Drive | Medium | \$830 |
| MU4 | Oak Street Shared-use Path | Install a multi-use path from Oak Street at 15th Street to 10th Street | Medium | \$435 |
| MU5 | Ivy Street Multi-use Path | Install a multi-use path from 12th Street to 8th Street | Medium | \$265 |
| MU6 | Elm Street Multi-use Path | Install a multi-use path in the existing Elm Street right-of-way between 9th Street and Rhododendron Drive | Medium | \$365 |
| MU7 | Driftwood Street Multi-use Path | Install a multi-use path in the existing Driftwood Street right-of-way between 12th Street and 9th Street | Medium | \$265 |
| MU8 | North Florence County Park Multi-use Path | Install a network of multi-use paths within the County Park in the North Florence area | Low | \$940 |
| MU9 | Oceana Drive Multi-use Path | Install a multi-use path from the eastern terminus of Oceana Drive to the southern Terminus of Kelsie Way | Low | \$240 |
| Total High Priority Cost | | | | \$4,555 |
| Total Medium Priority Cost | | | | \$2,160 |
| Total Low Priority Cost | | | | \$1,180 |
| Total Cost | | | | \$7,895 |

PEDESTRIAN SYSTEM POLICIES

The pedestrian system policies are provided below:

- » The City will create a map (available on paper and electronically) showing safe walking routes.
- » The City will educate pedestrians about the rules of the road and provide information about state law as well as City Code.
- » The City will explore opportunities to further connect the multi-use path and trail system.
- » The City will systematically upgrade ADA facilities at intersections along major roadways.
- » The City will systematically upgrade sidewalks within Old Town to meet City standards.

10/2/2021 - 10:27 AM - 10:28 AM - 10:29 AM - 10:30 AM - 10:31 AM - 10:32 AM - 10:33 AM - 10:34 AM - 10:35 AM - 10:36 AM - 10:37 AM - 10:38 AM - 10:39 AM - 10:40 AM - 10:41 AM - 10:42 AM - 10:43 AM - 10:44 AM - 10:45 AM - 10:46 AM - 10:47 AM - 10:48 AM - 10:49 AM - 10:50 AM - 10:51 AM - 10:52 AM - 10:53 AM - 10:54 AM - 10:55 AM - 10:56 AM - 10:57 AM - 10:58 AM - 10:59 AM - 11:00 AM

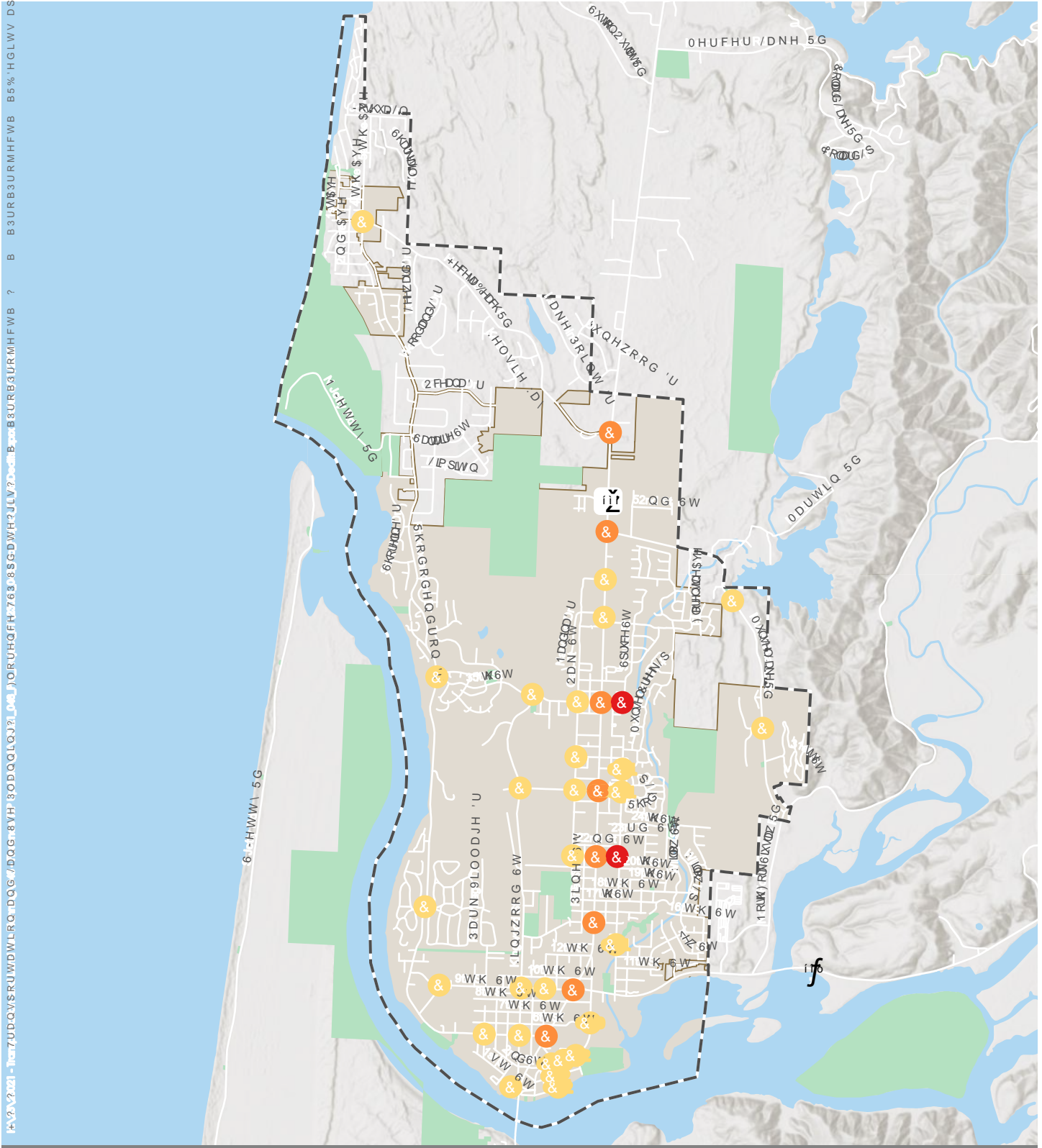


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Bicycle System

The preferred alternatives developed for the bicycle system include mixed-use shoulders, low-traffic bikeways, shared lane pavement markings (sharrows) on-street bike lanes, buffered bike lanes, and separated bike lanes on city streets, as well as bicycle crossings, wayfinding signs, bike parking, bike corrals, and bike sharing that enable people to safely cross streets, navigate around Florence park their bicycles, and more easily use bicycles in general. Collectively, these alternatives will help enhance and expand the multimodal transportation system and encourage biking and other non-motorized.

BICYCLE SYSTEM ALTERNATIVES

Table 9 identifies the preferred alternatives developed for the bicycle system. The priorities shown in Table 9 are based on the project evaluation criteria as well as input from the project team, the project advisory committee, and the community. The cost estimates are based on average unit costs for similar roadway improvements in the northwest. Figure 8 illustrates the location of the preferred bicycle system alternatives.

Table 9. Preferred Bicycle System Alternatives

| Map ID | Location | Description | Priority | Cost (\$1,000) |
|----------------------------|--|--|----------|----------------|
| ODOT Streets | | | | |
| B1 | US 101 UGB to 37 th St | Construct buffered bike lanes on both sides of the street (requires narrowing travel lanes) OR construct bike facilities consistent with US 101 Refinement Plan | High | \$360 |
| B2 | US 101 37 th St to 21 st St | Construct buffered bike lanes on both sides of the street (requires narrowing travel lanes) OR construct bike facilities consistent with US 101 Refinement Plan | Medium | \$205 |
| B3 | US 101 21 st St to Siuslaw River Bridge | Construct buffered bike lanes on both sides of the street (requires narrowing travel lanes) | Medium | \$345 |
| B4 | OR 126 US 101 to Tamarack St | Construct buffered bike lanes on both sides of the street (requires narrowing travel lanes) | High | \$65 |
| B5 | OR 126 Tamarack St to UGB | Maintain existing facilities | N/A | N/A |
| Lane County Streets | | | | |
| B6 | Heceta Beach Rd US 101 to Rhododendron Dr | Construct shoulder bikeways on both sides of the street (coordinate with Project P3) | High | \$915 |
| B7 | Munsel Lake Rd US 101 to Spruce St | Construct bike lanes on both sides of the street (coordinate with Project P4) | High | \$65 |
| B8 | Munsel Lake Rd Spruce St to Ocean Dunes Dr | Construct shoulder bikeways on both sides of the street (coordinate with Project P5) | High | \$710 |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

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|----------------------------------|--|---|--------|---------|
| B9 | Munsel Lake Rd Ocean Dunes Dr to N Fork Rd | Construct shoulder bikeways on both sides of the street (coordinate with Project P6) | High | \$235 |
| B10 | N Fork Rd OR 126 to Munsel Lake Rd | Construct shoulder bikeways on both sides of the street (coordinate with Project P7) | High | \$435 |
| B11 | N Jetty Rd Rhododendron Dr to North Jetty Beach | Construct shoulder bikeways on both sides of the street (coordinate with Project P8) | Medium | \$515 |
| City Streets – Arterials | | | | |
| B12 | 9th St US 101 to Rhododendron Dr | Maintain existing facilities | N/A | N/A |
| B13 | Rhododendron Dr US 101 to 9 th St | Maintain existing facilities | N/A | N/A |
| B14 | Rhododendron Dr 9 th St to Wild Winds St | Construct shoulder bikeways on both sides of the street (coordinate with Project P11) | High | \$345 |
| B15 | Rhododendron Dr Wild Winds St to 35 th St | Construct shoulder bikeways on both sides of the street (coordinate with Project P12) | High | \$430 |
| B16 | Rhododendron Dr 35 th St to Heceta Beach Rd | Construct shoulder bikeways on both sides of the street (coordinate with Project P13) | High | \$1,245 |
| City Streets – Collectors | | | | |
| B17 | 2nd St US 101 to Harbor St | Extend shared lane pavement markings from Maple St to US 101 | High | \$5 |
| B18 | 21st St Oak St to US 101 | Add shared lane pavement markings | Medium | \$5 |
| B19 | 21st St US 101 to Spruce St | Add shared lane pavement markings | Medium | \$5 |
| B20 | 27th St US 101 to Kingwood St | Construct bike lanes from Oak St to US 101 | Medium | \$205 |
| B21 | 35th St Rhododendron Dr to Kingwood St | Maintain existing facilities | N/A | N/A |
| B22 | 35th St Kingwood St to Oak St | Maintain existing facilities | N/A | N/A |
| B23 | 35th St Oak St to US 101 | Maintain existing facilities | N/A | N/A |
| B24 | 35th St US 101 to Spruce St | Maintain existing facilities | N/A | N/A |
| B25 | 42nd St US 101 to Spruce St | Add shared lane pavement markings from Spruce to eastern terminus and create bike connection between the eastern terminus and Munsel Creek Lp | Medium | \$5 |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

| | | | | |
|---|---|--|--------|------------------|
| B26 | 43rd St Oak St to US 101 | Add shared lane pavement markings | Medium | \$5 |
| B27 | 46th St Oak St to US 101 | Maintain existing facilities | N/A | N/A |
| B28 | Airport Rd/15th St Kingwood St to US 101 | Add shared lane pavement markings | Medium | \$10 |
| B29 | Bay St Kingwood St to Maple St | Add shared lane pavement markings | Medium | \$5 |
| B30 | Kingwood St Bay St to 9 th St | Construct bike lanes on both sides of the street (requires removing on-street parking) OR implement traffic calming measures | Medium | \$265 |
| B31 | Kingwood St 9 th St to Airport Wy | Construct bike lanes on both sides of the street from 9 th St to 10 th St (will require removing on-street parking) OR implement traffic calming measures | Medium | \$135 |
| B32 | Kingwood St Airport Wy to 35 th St | Construct buffered bike lanes on both sides of the street (requires narrowing travel lanes) OR implement traffic calming measures | Medium | \$215 |
| B33 | Maple St US 101 to Bay St | Add shared lane pavement markings | High | \$5 |
| B34 | Oak St 20 th St to 27 th St | Construct bike lanes from 20 th St to Siuslaw Middle School Dwy (requires removing on-street parking) | High | \$200 |
| B35 | Oak St 27 th St to 35 th St | Maintain existing facilities | N/A | N/A |
| B36 | Oak St 35 th St to 46 th St | Maintain existing facilities | N/A | N/A |
| B37 | Quince St 2 nd St to OR 126 | Construct bike lanes on both sides of the street (requires removing on-street parking) | High | \$180 |
| B38 | 32nd-Redwood St Spruce St to 35 th St | Maintain existing facilities | N/A | N/A |
| B39 | Spruce St 42 nd St to 35 th St | Construct bike lanes on both sides of the street from 37 th to 42 nd (requires removing on-street parking) | High | \$210 |
| B40 | Spruce St 32 nd St to 17 th St | Construct bike lanes on both sides of the street from 25 th St to 17 th Street (requires removing on-street parking) | High | \$430 |
| B41 | Spruce St 17 th St to OR 126 | Construct bike lanes on both sides of the street (requires removing on-street parking) | High | \$245 |
| City Streets – Other Roads of Interest | | | | |
| B42 | 4th Ave Heceta Beach Rd to Falcon St | Construct bike lanes on both sides of the street (coordinate with Project R12) | Low | \$0 ¹ |
| B43 | 20th St Kingwood St to US 101 | Add shared lane pavement markings | Medium | \$10 |
| B44 | Laurel St-Old Town Wy | Add shared lane pavement markings | High | \$5 |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

| | | | | |
|-----------------------------------|--|--|------|---------|
| | US 101 to Laurel St | | | |
| B45 | 30th St Oak St to US 101 | Add shared lane pavement markings | Low | \$5 |
| B46 | 30th St US 101 to Spruce St | Add shared lane pavement markings | Low | \$5 |
| B47 | West Park Dr/18th St/Willow Lp/Willow St | Add shared lane pavement marking (coordinate with Project MU1) | High | \$15 |
| Total High Priority Cost | | | | \$6,100 |
| Total Medium Priority Cost | | | | \$1,930 |
| Total Low Priority Cost | | | | \$10 |
| Total Cost | | | | \$8,040 |

1. Project cost included in roadway system cost.

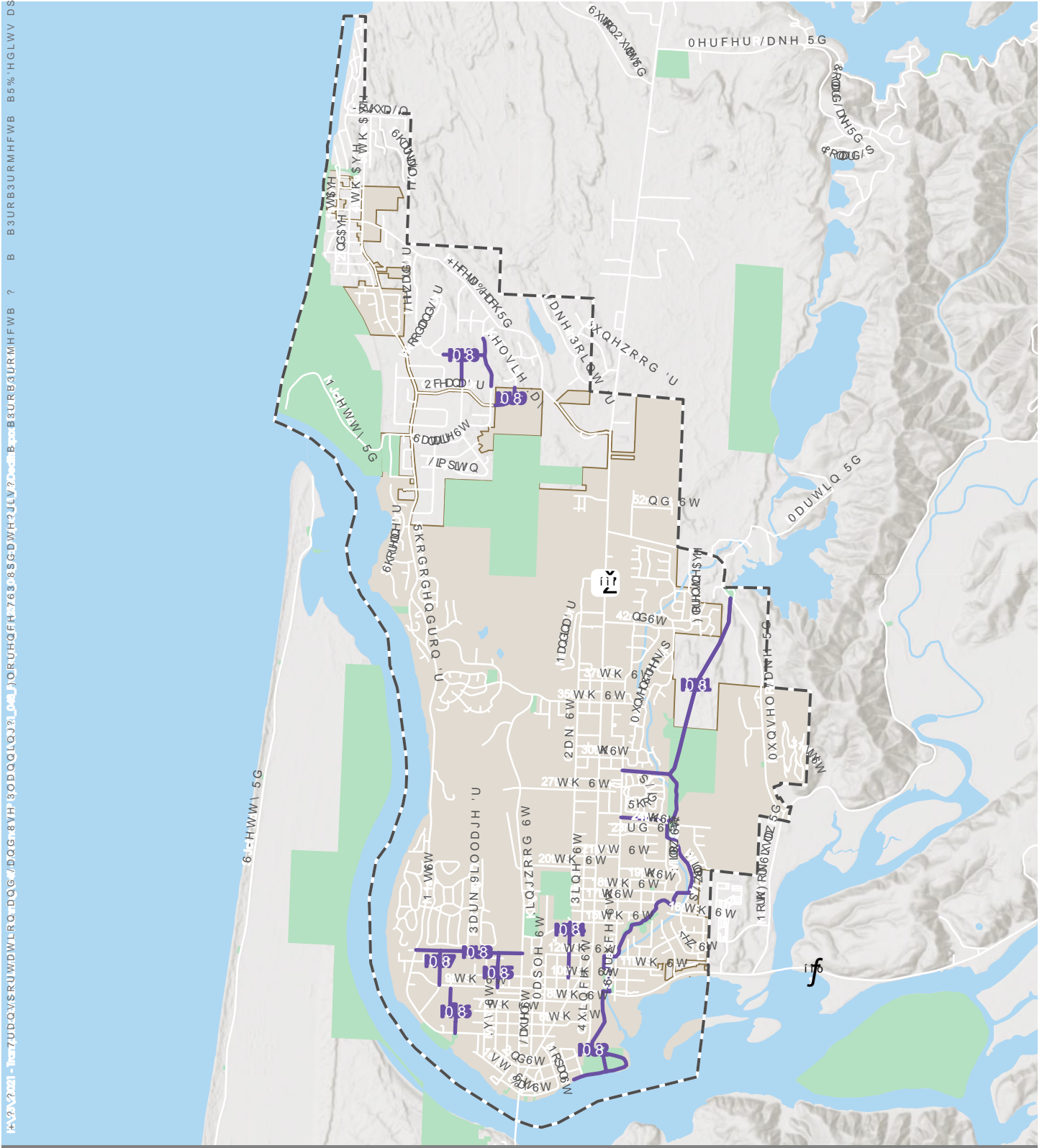
BICYCLE SYSTEM POLICIES

The bicycle system policies are provided below:

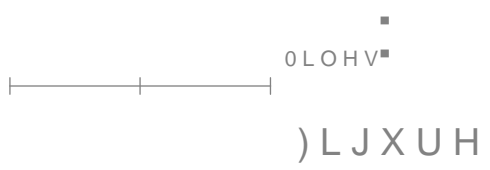
- » The City will perform regular street sweeping of US 101.
- » The City will perform regular enforcement of "No Parking in Bicycle Lanes".
- » The City will institute a program to educate and encourage existing businesses to provide bicycle parking.
- » The City will work toward becoming a "Bicycle-Friendly Community".
- » The City will create a map (available on paper and electronically) showing designated bicycle route through town (roads with bicycle lanes, multi-use paths, sharrows).
- » The City will partner with the Port to promote bicycle camping.
- » The City will educate bicyclists about rules of the road.
- » The City will partner with PeaceHealth to promote Bike to Work/School month, week, day.
- » The City will replace storm drains dangerous to bicyclists with drains that have cross-members.

Transit System

Public transit service within Florence is provided by Rhody Express (for local trips), Link Lane (for intercity trips to Eugene and to Yachats), and Coos County Area Transit (for intercity trips to Coos Bay). In addition to coordinating with local and regional transit agencies to help implement their planned service enhancements, Florence can support development of a more efficient transit service by providing easy and safe walking and bicycling connections between key roadways, neighborhoods, and local destinations; by working with Rhody Express to explore local route improvements; by working with transit providers to improve service frequency and marketing in Florence; by providing amenities, such as shelters and benches, at transit stops; and by planning for park-and-ride and mobility hub locations. These types of enhancements can encourage increased transit ridership consistent with Goal 3 and Goal 6 of the TSP update.



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TRANSIT SYSTEM ALTERNATIVES

Table 10 identifies the preferred alternatives developed for the transit system. The priorities shown in Table 10 are based on the project evaluation criteria as well as input from the project team, the project advisory committee, and the community. Figure 9 illustrates the location of the preferred transit system alternatives, where applicable.

Table 10. Preferred Transit System Alternatives

| Map ID | Location | Description | Priority | Cost (\$1,000) |
|--------|-------------------|---|-----------------------------------|----------------|
| T1 | Local Service | Explore adding service to Rhododendron Dr and Heceta Beach neighborhood | High | 0 ¹ |
| T2 | Intercity Service | Increase intercity service frequency, access to Eugene Airport and Southwest Oregon Regional Airport | Medium | 0 ¹ |
| T3 | Marketing | Improve marketing for intercity service, specifically for Link Lane service to Eugene and to Yachats | High | \$50 |
| T4 | Transit Center | Establish a transit center at the Grocery Outlet bus stop on 21 st St, add bathroom facilities to transit center, formally establish a park-and-ride with Grocery Outlet, add transit shelters and/or benches to existing stop locations | Medium | \$500 |
| T5 | Bus Stops | Add shelters and/or benches to existing bus stops and build bus stops that are accessible | High | \$250 |
| T6 | Park and Rides | Explore establishing park-and-rides at Three Rivers Casino and Florence Events Center | Medium | \$100 |
| T7 | Mobility Hubs | Explore establishing mobility hubs at Grocery Outlet (primary location), Port of Siuslaw parking lot (secondary location), and Florence Events Center (secondary location) | Medium | \$250 |
| | | | Total High Priority Cost | \$300 |
| | | | Total Medium Priority Cost | \$850 |
| | | | Total Low Priority Cost | \$0 |
| | | | Total Cost | \$1,150 |

1. Project will be funded by others or in conjunction with others.

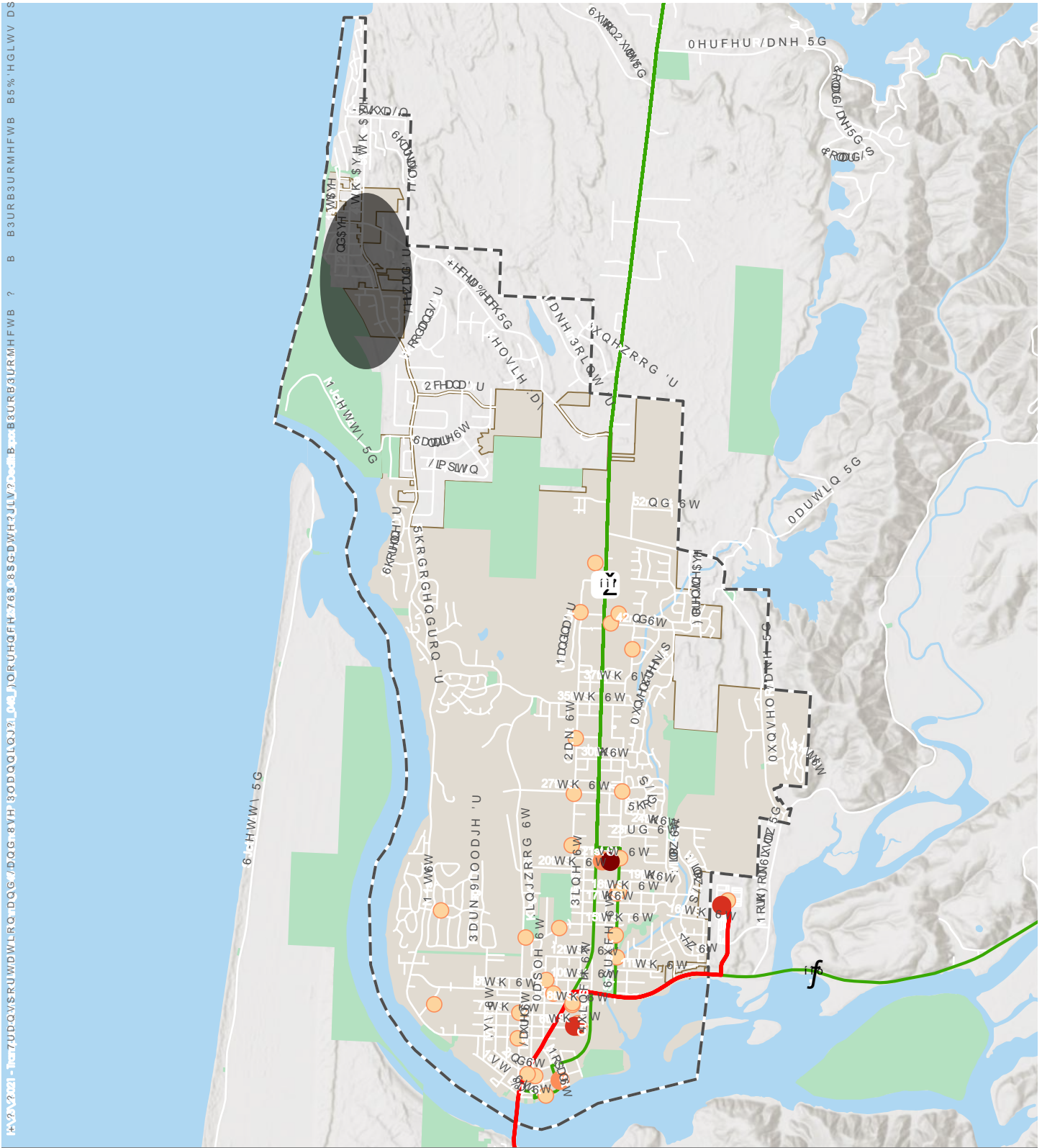
TRANSIT SYSTEM POLICIES

The transit system policies are provided below:

- » The City will work with Rhody Express, Link lane, and Coos County Transit to ensure adequate access to local transit stops.

Freight, Air, and Rail Systems

The freight, air, and rail transportation systems are smaller transportation networks within Florence that are confined to more limited locations within the city (or outside of the city for the rail network). Each of these systems is detailed below.



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FREIGHT SYSTEM POLICIES

The *Oregon Highway Plan* identifies OR 126 and US 101 (from the intersection of OR 126 south) as freight routes in Florence. US 101 to the north of OR 126, while not designated as a freight route, clearly has significant freight capacity. Additionally, the segment of US 101 from OR 126 to Bay Street is designated as a Special Transportation Area (STA), where local access needs to be weighed against broader freight needs.

Two of the major freight generators identified in *Tech Memo #3A: Transportation System Inventory* (Florence Municipal Airport and Florence Industrial Park) are located off Kingwood Street, as well as the City's Public Works Department building. Of the remaining freight generators (local grocery stores and the Port of Siuslaw), the city's four grocery stores are all located on US 101, and the Port of Siuslaw is accessible from OR 126 via Quince Street or from US 101 via 2nd Street.

The freight alternatives identified in *Tech Memo #5: Alternatives Analysis and Funding Program* were determined to be better suited as policies. These freight policies include:

- » Accommodate local freight traffic on Kingwood Street via 9th Street, 27th Street, and 35th Street.
- » Ensure that planned pedestrian and bicycle improvements on City streets with local freight traffic (Kingwood Street, 9th Street, 27th Street, 35th Street, Quince Street, and 2nd Street) are designed to allow for safe and distinct space for all modes.
- » Ensure that planned pedestrian and bicycle improvements along the segment of US 101 south of OR 126 and OR 126, which are reduction review routes, do not impact the "hole in the air".
- » Develop policies related to maintenance along designated freight routes to ensure the facilities do not become degraded over time.
- » Develop policies related to pedestrian and bicycle facilities along designated freight routes to ensure greater separation of travel modes.
- » Establish truck loading zones within the downtown area and develop policies related to the use of the truck loading zones, specifically for businesses on Bay Street.

AIR SYSTEM POLICIES

The Florence Municipal Airport is located west of Kingwood Street and accommodates small aircraft on its 3,000-foot runway. The airport completed the *Airport Master Plan Update* in February 2010 to better understanding existing facilities and activities, determine future airport needs, and create a capital improvement program to meet these future needs. While the projects in the *Airport Master Plan Update* largely fall outside of the TSP Update, there are policies that Florence can implement to support the airport. These policies include:

- » Collaborate with the Florence Municipal Airport and the Oregon Department of Aviation to ensure that future roadway connections (such as an extension of Pacific View Drive) do not impact future runway expansion.
- » Coordinate with the Oregon Department of Aviation on proposed changes to land use, zoning, or transportation within the vicinity of the airport to maintain Federal Aviation Regulation (FAR) Part 77 airspace services depicted in the *Airport Master Plan Update*.
- » Work with neighboring residential uses to minimize issues of noise and vibration if/when night operations become a reality at the airport.



RAIL SYSTEM POLICIES

There are no rail facilities within Florence and the nearest passenger rail service is located in Eugene/Springfield. The Coos Bay Rail Link, a 134-mile rail line which runs between Eugene and Coos Bay and is operated by the Port of Coos Bay, crosses the Siuslaw River approximately 2.5 miles east of Florence. The following policies were developed to address rail transportation:

- » Work with Link Lane on adding runs or adjusting existing runs to better coordinate with Amtrak and Cascade POINT service at the Eugene Amtrak Station.

Safe Routes to School

Safe Routes to School (SRTS) plans make it safer for students to walk, bike, or take public transit to school. Safer routes encourage more walking and biking and provide convenient and accessible options to and from school and in surrounding neighborhoods. SRTS programs include six components known as the Six E's: evaluation, education, encouragement, engineering, enforcement, and equity. The following summarizes several plans and policies the City can implement to support SRTS within the city.

SAFE ROUTES TO SCHOOL POLICIES

The SRTS policies are provided below.

- » Coordinate with the Siuslaw School District to develop SRTS plans for local schools.
- » Develop education programs that provide students with information on transportation options and the benefits of walking and biking to school.
- » Develop encouragement programs that generate excitement and interest in walking and biking through events and activities.
- » Continue to implement physical improvements to the transportation system aimed at making walking and biking to school safer, more comfortable and convenient.
 - » Several alternatives are identified within the pedestrian and bicycle sections of this memorandum that could help the city further enhance the transportation system around schools.
- » Develop an evaluation program that assesses which strategies and approaches are successful.
- » Develop an equity program that ensures that program initiatives are benefiting all demographic groups.

Emerging Technology

Transportation technologies are rapidly evolving, and cities are evaluating what steps they can take to be prepared. The challenge is that most emerging technologies are initiated by the private sector and can be difficult to predict. So how can cities use their money efficiently while also seeing the benefits of emerging technology? The following summarizes several plans and policies the City can implement to prepare for emerging technology.



EMERGING TRANSPORTATION TECHNOLOGY POLICIES

The following summarizes a list of discrete steps (primarily planning and policy related) that the City can take to be prepared for the emergence of new transportation technologies.

- » Create a Transportation Technology Liaison Role: This role should serve to carry out the listed tasks below.
- » Connect with cities in the surrounding area (Eugene), establish a service zone for any emerging technology coming to the area.
- » Develop partnerships and programs with Lane Community College and the University of Oregon to attract students.
- » Review the development code and create avenues for flexible uses.
- » Hold public outreach to determine which emerging technologies local residents are interested in.
- » Meet with ODOT, Lane County, and other relevant jurisdictions in the surrounding area and discuss emerging technologies.
- » Establish a primary and secondary mobility hub in the City.
- » Consider adding EV charging stations at key destinations (PeaceHealth Peace Harbor Medical Center, grocery stores, Three Rivers Casino Resort, and Old Town) and EV charging requirement to development code.
- » Invest in pick-up drop-off loops and adaptive reuse design for any parking structures/lots.
- » Plan for multiple ride-hailing services and micromobility services (E-scooters, bike share, etc.) to be established in Florence.

Parking Management

The preferred parking management policies and strategies are summarized below. These policies and strategies are focused on improving user information, enhancing parking management, enhancing enforcement, and increasing the parking supply. Most of these policies and strategies are applicable to Old Town; however, the City could implement them in other locations throughout the city to better manage parking demand while also improving access and circulation for all travel modes.

PARKING MANAGEMENT STRATEGIES

The preferred parking management strategies are shown in Table 11. As indicated below, most of these strategies are applicable to Old Town, but could be implemented in other areas as well.

Table 11. Preferred Parking Management Strategies

| Map ID | Location | Description | Priority | Cost (\$1,000) |
|--------|-------------------------------|--|----------|----------------|
| PM1 | US 101, OR 126, and Quince St | Install wayfinding signs that direct motorists to off-street public parking facilities in Old Town | High | \$50 |
| PM2 | Old Town | Develop neighborhood parking maps and how to park resources in coordination with local | Medium | \$50 |



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| | | | | |
|-----------------------------------|---------------------|--|--------|----------------|
| | | destinations and post them online and in prominent locations | | |
| PM3 | Old Town | Create a parking ambassador position to provide information and guidance on parking in Old Town | Medium | 0 ¹ |
| PM4 | Old Town Area A | Stripe on-street parking stalls on both sides of all streets in Old Town Area A | High | \$50 |
| PM5 | Old Town Area A | Install signage on both sides of all streets in Old Town Area A to indicate time limitations (3-hours), hours of enforcement (8:00 AM to 5:00 PM), and directional arrows indicating the stalls where restrictions apply | High | \$50 |
| PM6 | Old Town Area B | Stripe on-street parking stalls on both sides of all streets in Old Town Area B | Medium | \$50 |
| PM7 | Old Town | Implement and manage and area parking permit program for residents and employees of local businesses Old Town | Low | 0 ¹ |
| PM8 | Old Town/ City Wide | Implement regular parking enforcement of on-street parking regulations in Old Town and other areas as applicable | Low | 0 ¹ |
| PM9 | Old Town/ Citywide | Establish remote parking areas that are served by transit to relocate parking demand to the fringe area of the community | Low | 0 ¹ |
| PM10 | Old Town/ Citywide | Establish public-private partnerships to open access to existing private parking facilities or construct new parking (for instance, through co-financing) to serve both site-specific users and the public | Low | 0 ¹ |
| Total High Priority Cost | | | | \$150 |
| Total Medium Priority Cost | | | | \$100 |
| Total Low Priority Cost | | | | \$0 |
| Total Cost | | | | \$250 |

1. Project will be self-funded, funded by others, or in conjunction with others.

PARKING MANAGEMENT POLICIES

The preferred parking management policies are summarized below.

- » The City will establish a parking collaborative in Old Town to align the City's interest with local businesses and associations.
- » The City will require good neighbor agreements between local businesses and associations to indicate how parking needs will be met and issues will be addressed.
- » The City will conduct outreach to educate and inform the public about changes to parking policies and strategies in Old Town and provide information on travel options.
- » The City will coordinate with community destinations to improve safety and security in Old Town (e.g., neighborhood watch, community policing, special police patrols, improved lighting, pedestrian escorts, monitoring of facilities).
- » The City will continue to monitor, measure, and evaluate the performance of the parking system and adjust policies and strategies to increase efficiency.
 - » Implement/recalibrate restrictions (e.g., time limits/users).



- » Establish parking zones (e.g., loading zones, pick-up/drop-off zones).
- » Reconfigure parking facilities to identify additional space for parking.

Transportation Demand Management

Transportation Demand Management (TDM) is a general term used to describe any action that removes single occupancy vehicle (SOV) trips from the roadway during peak time periods. As population and employment increase in the city, the number of trips will also increase. The ability to change travel behavior and provide alternative modes will help accommodate the growth in trips without the need for significant investments in new infrastructure. A major focus of TDM is on major employers; however, there are many things the City can do to support TDM implementation. The following summarizes the preferred TDM alternatives that can be applied by the City.

- » Learn about TDM and the role it can play in achieving local planning objectives.
- » Encourage and require local businesses to implement TDM solutions.
- » Work to build partnerships with community organizations to support TDM implementation.
- » Help create TDM programs to provide local TDM services.
- » Improve non-motorized transportation facilities, public transit services, and other transportation services.
- » Support carshare, ridesharing, bikeshare, e-scooters, and other micromobility services.
- » Apply more comprehensive transportation planning, including multimodal level of service indicators when evaluating transportation improvements.
- » Implement TDM strategies, such as commute trip reductions programs for employees, and special transportation management when sponsoring events that attract crowds.

TDM strategies help achieve many of the City's goals, including reduced traffic congestion, reduced parking demand, improved mobility for non-drivers, improved community livability, improved public fitness and health, and others.

Transportation System Cost Summary

Table 12 summarizes the full cost of the preferred and cost constrained plans for the TSP Update. As shown, the full cost of the preferred plan is approximately \$83.9 million over the 20-year period, including \$36.2 million in high priority projects, \$21.0 million in medium priority projects, and \$26.7 million in low priority projects. Based on the anticipated funds available for capital improvements, the cost constrained plan includes many of the high priority projects.¹

¹ The high priority projects include those that are most likely to be funded by the City over the 20-year planning horizon. The medium and low priority project are aspirational and will be funded through grants and additional funding sources as they become available and/or by private developers as part of future development.



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Table 12: Planned Transportation System Cost Summary

| Project Type | High Priority (\$1,000) | Medium Priority (\$1,000) | Low Priority (\$1,000) | Total (\$1,000) |
|--------------------------------------|-------------------------|---------------------------|------------------------|-----------------|
| Planned Transportation System | | | | |
| Roadway | \$1,800 | \$11,695 | \$16,670 | \$30,165 |
| Safety | \$700 | \$400 | \$50 | \$1,150 |
| Pedestrian | \$21,850 | \$9,665 | \$3,830 | \$35,345 |
| Crossing | \$750 | \$1,000 | \$1,500 | \$3,250 |
| Multi-use Path | \$4,555 | \$2,160 | \$1,180 | \$7,895 |
| Bicycle | \$6,100 | \$1,930 | \$10 | \$8,040 |
| Transit | \$300 | \$850 | \$0 | \$1,150 |
| Parking | \$150 | \$100 | \$0 | \$250 |
| Total | \$36,205 | \$27,800 | \$23,240 | \$87,245 |

Note: TDM = Transportation Demand Management

Given limited funding, the City will need to identify additional revenue sources to implement all projects identified in the preferred plan over the next 20 years. A summary of these potential revenue sources is provided in Tech Memo 5.

Attachments

- A. Preliminary Screening of Alternatives
- B. Qualitative Evaluation of Preferred Alternatives

ATTACHMENT A: PRELIMINARY SCREENING OF ALTERNATIVES

| Gap/ Deficiency ID (Future Project ID) | Location/Name | Extents | Alternative Type | Alternative Description | Preliminary Screening | | | | | | | | | Total | Preferred Solution |
|--|---|---------|-----------------------|---|------------------------------------|---|---|----------------------------------|-------------------|----------------------------|--|---|--|-------|--------------------|
| | | | | | Safe Transportation System for all | Support Economic Development & Cost Effective | Meeting Wide-Ranging Transportation Needs for all users | Minimizing Environmental Impacts | Adding Resilience | Coordinating with Partners | Are there minimal environmental impacts? | Are there minimal engineering challenges? | Is it preferred by the public based on completed outreach? | | |
| S1 | US 101/Heceta Beach Road Intersection | N/A | | Install southbound dynamic speed feedback sign after entering Florence | | | | | | | | | | | |
| | | | | Provide traffic calming measures on US 101 approaching the intersection | | | | | | | | | | | |
| | | | | Install intersection lighting | | | | | | | | | | | |
| S2 | US 101/Munsel Lake Road Intersection | N/A | Safety intersection | Install advance intersection warning signs with flashing beacons | | | | | | | | | | | |
| | | | | Evaluate need for traffic control modification (see intersection alternatives) | | | | | | | | | | | |
| | | | | Provide traffic calming measures on US 101 approaching the intersection | | | | | | | | | | | |
| | | | | Install intersection lighting | | | | | | | | | | | |
| S3 | US 101/46th Street | N/A | Safety intersection | Install advance intersection warning signs with flashing beacons | | | | | | | | | | | |
| | | | | Provide traffic calming measures on US 101 approaching the intersection | | | | | | | | | | | |
| | | | | Install street name signs | | | | | | | | | | | |
| | | | | Install intersection lighting | | | | | | | | | | | |
| S4 | US 101/OR 126 Intersection | N/A | Safety intersection | Provide traffic calming measures on US 101 and OR 126 approaching the intersection | | | | | | | | | | | |
| | | | | Increase visibility of traffic signal heads (larger bulbs, reflective backplates, etc.) | | | | | | | | | | | |
| S5 | US 101/Rhododendron Drive Intersection | N/A | Safety intersection | Provide traffic calming measures on US 101 approaching the intersection | | | | | | | | | | | |
| | | | | Increase visibility of traffic signal heads (larger bulbs, reflective backplates, etc.) | | | | | | | | | | | |
| S6 | OR 126/Quince Street Intersection | N/A | Safety intersection | Evaluate need for traffic control modification (see intersection alternatives) | | | | | | | | | | | |
| | | | | Provide traffic calming measures on OR 126 approaching the intersection | | | | | | | | | | | |
| | | | | Install additional street lighting | | | | | | | | | | | |
| S7 | Rhododendron Drive/Heceta Beach Road Intersection | N/A | Safety intersection | Install advance intersection warning signs on Heceta Beach Rd | | | | | | | | | | | |
| | | | | Provide traffic calming measures on Heceta Beach Rd approaching the intersection | | | | | | | | | | | |
| | | | | Trim vegetation in SE and SW corners to increase sight distance | | | | | | | | | | | |
| | | | | Install intersection lighting | | | | | | | | | | | |
| S8 | Kingwood Street/15th Street Intersection | N/A | Safety intersection | Install advance intersection warning signs on Kingwood St | | | | | | | | | | | |
| | | | | Provide traffic calming measures on Kingwood St approaching the intersection | | | | | | | | | | | |
| | | | | Trim vegetation in SE corner to increase sight distance | | | | | | | | | | | |
| S9 | Kingwood Street/9th Street Intersection | N/A | Safety intersection | Install advance intersection warning signs on 9th St | | | | | | | | | | | |
| | | | | Evaluate need for traffic control modification (see intersection alternatives) | | | | | | | | | | | |
| | | | | Install additional intersection lighting | | | | | | | | | | | |
| Pedestrian System | | | | | | | | | | | | | | | |
| | | | Fill in sidewalk gaps | Fill sidewalk gaps at key destinations (e.g., Fred Meyer) | -1 | -1 | 1 | -1 | 1 | 0 | 1 | 2 | 1 | 3 | |

| Gap/ Deficiency ID (Future Project ID) | Location/Name | Extents | Alternative Type | Alternative Description | Preliminary Screening | | | | | | | | | Total | Preferred Solution |
|--|--------------------|---------------------------------------|-----------------------|---|------------------------------------|---|---|----------------------------------|-------------------|----------------------------|--|---|--|-------|--------------------|
| | | | | | Safe Transportation System for all | Support Economic Development & Cost Effective | Meeting Wide-Ranging Transportation Needs for all users | Minimizing Environmental Impacts | Adding Resilience | Coordinating with Partners | Are there minimal environmental impacts? | Are there minimal engineering challenges? | Is it preferred by the public based on completed outreach? | | |
| | | Hemlock Street to 5th Street | Enhanced crossing | Install enhanced crossings at select locations | | | | | | | | | | | |
| P12 | Rhododendron Drive | 9th Street to Wild Winds Street | Fill in sidewalk gaps | Reconfigure bike lanes as mixed-use shoulders | -1 | -1 | 1 | 2 | -1 | -1 | 2 | -1 | -1 | -1 | |
| | | | Fill in sidewalk gaps | Construct shared-use path on one side. - include landscape strip as feasible | 2 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 14 | ✓ |
| P13 | Rhododendron Drive | Wild Winds Street to 35th Street | Fill in sidewalk gaps | Install sidewalks on the north side of the roadway with new sidewalks. | 1 | 1 | 1 | 1 | -1 | 1 | 1 | 2 | 1 | 8 | |
| | | | Reconstruct sidewalks | Reconstruct the sidewalks consistent per City standards as part of future development/redevelopment projects. | 2 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 14 | ✓ |
| P14 | Rhododendron Drive | 35th Street to Heceta Beach Road | Fill in sidewalk gaps | Widen shoulders on both sides/reconfigure as mixed-use shoulders. | 1 | 1 | 1 | 1 | -1 | 1 | 1 | 2 | 1 | 8 | |
| | | | Fill in sidewalk gaps | Construct shared-use path on one side. - include landscape strip as feasible | 2 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 14 | ✓ |
| P15 | 2nd Street | US 101 to Harbor Street | Fill in sidewalk gaps | Fill sidewalk gaps within Old Town | 2 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 14 | ✓ |
| | | | Reconstruct sidewalks | Reconstruct existing sidewalks with landscape strips | 1 | 1 | -1 | 2 | 1 | 1 | 2 | -1 | 1 | 7 | |
| | | | Enhanced crossing | Install enhanced crossings at Nopal St, Oak St, Harbor St (e.g., marked crosswalks with curb extensions) | | | | | | | | | | | |
| P16 | 21st Street | Oak Street to US 101 | Enhanced crossing | Retime signal at US 101 for improved pedestrian access (e.g., leading pedestrian interval) | | | | | | | | | | | |
| P17 | 21st Street | US 101 to Spruce Street | Fill in sidewalk gaps | Fill sidewalk gaps on both sides | | | | | | | | | | | |
| P17 | 27th Street | US 101 to Kingwood Street | Fill in sidewalk gaps | fill sidewalk gaps between US 101 and Oak Street; install enhanced crossing at US 101 | | | | | | | | | | | |
| P18 | 35th Street | Rhododendron Drive to Kingwood Street | Fill in sidewalk gaps | Fill in sidewalk gaps on one side | 1 | 1 | 1 | 1 | -1 | 1 | 1 | -1 | 1 | 5 | |
| | | | Fill in sidewalk gaps | Fill in sidewalk gaps on both sides | 2 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 14 | ✓ |
| | | | Fill in sidewalk gaps | Construct shared-use path on one side. - include landscape strip as feasible | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 9 | |
| | | | Enhanced crossing | Install an enhanced crossing at Kingwood Street | | | | | | | | | | | |
| P19 | 35th Street | Kingwood Street to Oak Street | Fill in sidewalk gaps | Fill in sidewalk gaps on one side | 1 | 1 | 1 | 1 | -1 | 1 | 1 | -1 | 1 | 5 | |
| | | | Fill in sidewalk gaps | Fill in sidewalk gaps on both sides | 2 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 14 | ✓ |
| | | | Fill in sidewalk gaps | Construct shared-use path on one side. - include landscape strip as feasible | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 9 | |
| P20 | 35th Street | Oak Street to US 101 | Fill in sidewalk gaps | Fill in sidewalk gaps on both sides | | | | | | | | | | | ✓ |
| | | | Enhanced crossing | Retime signal at US 101 for improved pedestrian access (e.g., leading pedestrian interval) | | | | | | | | | | | ✓ |
| P21 | 35th Street | US 101 to Spruce Street | Do nothing | Do nothing | | | | | | | | | | | ✓ |
| P22 | 42nd Street | US 101 to Spruce Street | Fill in sidewalk gaps | Construct sidewalks on both sides | 2 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 14 | ✓ |
| | | | Enhanced crossing | Install enhanced crossing on US 101 at 42nd St or between 42nd St and 43rd St | | | | | | | | | | | ✓ |
| | | | Fill in sidewalk gaps | Create pedestrian connection between Munsel Creek Dr and Munsel Creek Ln | 1 | 1 | 1 | 1 | -1 | 1 | 1 | -1 | 1 | 5 | |
| P23 | 43rd Street | Oak Street to US 101 | Fill in sidewalk gaps | Fill in sidewalk gaps on south sides | | | | | | | | | | | ✓ |
| | | | Do nothing | Do nothing. | -2 | -2 | -2 | 2 | -2 | -2 | 2 | 2 | -2 | -6 | |

| Gap/ Deficiency ID (Future Project ID) | Location/Name | Extents | Alternative Type | Alternative Description | Preliminary Screening | | | | | | | | | Total | Preferred Solution |
|--|--------------------------|----------------------------------|-----------------------|---|------------------------------------|---|---|----------------------------------|-------------------|----------------------------|--|---|--|-------|--------------------|
| | | | | | Safe Transportation System for all | Support Economic Development & Cost Effective | Meeting Wide-Ranging Transportation Needs for all users | Minimizing Environmental Impacts | Adding Resilience | Coordinating with Partners | Are there minimal environmental impacts? | Are there minimal engineering challenges? | Is it preferred by the public based on completed outreach? | | |
| P24 | 46th Street | Oak Street to US 101 | Enhanced crossing | Install enhanced crossing on US 101 at 46th St. | 2 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 14 | ✓ |
| P25 | Airport Road/15th street | Kingwood Street to US 101 | Fill in sidewalk gaps | Fill in sidewalk gaps on both sides | | | | | | | | | | | ✓ |
| P26 | Bay Street | Kingwood Street to Maple Street | Reconstruct sidewalks | Reconstruct sidewalks to increase width | | | | | | | | | | | ✓ |
| | | | Reconstruct sidewalks | Install curb extensions at Kingwood St, Laurel St, Maple St, and mid-block by the boardwalk | | | | | | | | | | | ✓ |
| | | | Enhanced crossing | Install mid-block crosswalk at Bay St/Nopal St corner by the boardwalk | | | | | | | | | | | ✓ |
| | | | Reconstruct sidewalks | Develop a streetscape design plan | | | | | | | | | | | ✓ |
| P27 | Kingwood Street | Bay Street to 9th Street | Fill in sidewalk gaps | Fill in sidewalk gaps on both sides | | | | | | | | | | | ✓ |
| | | | Enhanced crossing | Install enhanced crossing at Bay St | | | | | | | | | | | ✓ |
| P28 | Kingwood Street | 9th Street to Airport Way | Fill in sidewalk gaps | Fill in sidewalk gaps on both sides | | | | | | | | | | | ✓ |
| | | | Enhanced crossing | Install enhanced crossing at Bay St | | | | | | | | | | | ✓ |
| P29 | Kingwood Street | Airport Way to 20th Street | Fill in sidewalk gaps | Fill in sidewalk gaps on both sides | | | | | | | | | | | ✓ |
| | | | Enhanced crossing | Install enhanced crossings at select locations | | | | | | | | | | | ✓ |
| P30 | Kingwood Street | 20th Street to 35th Street | Reconstruct sidewalks | Reconstruct sidewalks with landscape strips | | | | | | | | | | | ✓ |
| | | | Traffic calming | Implement traffic calming measures | | | | | | | | | | | ✓ |
| P31 | Maple Street | US 101 to Bay Street | Fill in sidewalk gaps | Fill in sidewalk gaps on one side | | | | | | | | | | | ✓ |
| P32 | Oak Street | 20th Street to 27th Street | Enhanced crossing | Install enhanced crossing at select location | | | | | | | | | | | ✓ |
| P33 | Oak Street | 27th Street to 35th Street | Fill in sidewalk gaps | Fill in sidewalk gaps on one side | | | | | | | | | | | ✓ |
| | | | Enhanced crossing | Install enhanced crossing at select location | | | | | | | | | | | ✓ |
| P34 | Oak Street | 35th Street to 46th Street | Fill in sidewalk gaps | Fill in sidewalk gaps on one side | 1 | 1 | 1 | 1 | -1 | 1 | 1 | -1 | 1 | 5 | |
| | | | Reconstruct sidewalks | Reconstruct sidewalks with landscape strips | 2 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 14 | ✓ |
| | | | traffic calming | Implement traffic calming measures | | | | | | | | | | | |
| P35 | Quince Street | 2nd Street to OR 126 | Enhanced crossing | Install enhanced crossing at 6th St for events center access | | | | | | | | | | | ✓ |
| P36 | 32nd-Redwood Street | Spruce Street to 35th Street | Fill in sidewalk gaps | Fill in sidewalk gap on south/west side | | | | | | | | | | | ✓ |
| P37 | Spruce Street | 42nd Street to 35th Street | Fill in sidewalk gaps | Fill sidewalks gaps on both sides | | | | | | | | | | | ✓ |
| P38 | Spruce Street | 32nd Street to 17th Street | Enhanced crossing | Install enhanced crossings at shared-use paths | | | | | | | | | | | ✓ |
| P39 | Spruce Street | 17th Street to OR 126 | Fill in sidewalk gaps | Fill sidewalks gaps on both sides | | | | | | | | | | | ✓ |
| P40 | Spruce Street | Munsel Lake to northern Terminus | Do nothing | Do nothing | -2 | -2 | -2 | 2 | -2 | -2 | 2 | 2 | -2 | -6 | |
| | | | Fill in sidewalk gaps | Construct sidewalks on the west side | 2 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 14 | ✓ |
| P41 | 4th Avenue | Heceta Beach Road to Joshua Lane | Fill in sidewalk gaps | Construct mixed-use shoulders on both sides | -1 | -1 | 1 | 2 | -1 | -1 | 2 | -1 | -1 | -1 | |
| | | | Fill in sidewalk gaps | Construct sidewalks on one side. | 1 | 1 | 1 | 1 | -1 | 1 | 1 | 2 | 1 | 8 | |
| | | | Fill in sidewalk gaps | Construct shared-use path on one side. - include landscape strip as feasible | 2 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 14 | ✓ |

| Gap/ Deficiency ID (Future Project ID) | Location/Name | Extents | Alternative Type | Alternative Description | Preliminary Screening | | | | | | | | | Total | Preferred Solution | |
|--|---|-------------------------------------|------------------------|---|------------------------------------|---|---|----------------------------------|-------------------|----------------------------|--|---|--|-------|--------------------|---|
| | | | | | Safe Transportation System for all | Support Economic Development & Cost Effective | Meeting Wide-Ranging Transportation Needs for all users | Minimizing Environmental Impacts | Adding Resilience | Coordinating with Partners | Are there minimal environmental impacts? | Are there minimal engineering challenges? | Is it preferred by the public based on completed outreach? | | | |
| P42 | 20th Street | Kingwood Street to US 101 | Fill in sidewalk gaps | Construct sidewalks on both sides | | | | | | | | | | | ✓ | |
| | | | Enhanced crossing | Install enhanced crossings at US 101 | | | | | | | | | | | ✓ | |
| | | | Fill in sidewalk gaps | Extend 20th St west to Kingwood St | | | | | | | | | | | | ✓ |
| P43 | Laurel Street/Old Town Way Intersection | US 101 to Maple Street | Fill in sidewalk gaps | Fill sidewalk gaps on both sides | | | | | | | | | | | ✓ | |
| P44 | 30th Street | Oak Street to US 101 | Do nothing | Do nothing | -2 | -2 | -2 | 2 | -2 | -2 | 2 | 2 | -2 | -6 | | |
| | | | Enhanced crossing | Install second crosswalk at Oak St and install school crosswalk signs | 2 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 14 | ✓ | |
| P45 | 30th Street | US 101 to Spruce Street | Do nothing | Do nothing | | | | | | | | | | | ✓ | |
| Bicycle System | | | | | | | | | | | | | | | | |
| B1 | US 101 | UGB to 32nd Street | Buffered Bike Lanes | Construct buffered bike lanes on both sides - requires narrowing travel lanes | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 2 | 1 | 12 | | |
| | | | Separated Bike Lanes | Construct separated bike lanes on one or two sides | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 15 | ✓ | |
| | | | Pavement | Provide pavement markings through conflict areas (e.g., Fred Meyer Dwy, 46th St) | | | | | | | | | | | 0 | |
| | | | Protected Intersection | Provide protected intersection treatment at signalized intersections | | | | | | | | | | | | ✓ |
| B2 | US 101 | 32nd St to 22nd St | Buffered Bike Lanes | Construct buffered bike lanes on both sides - requires narrowing travel lanes | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 2 | 1 | 12 | | |
| | | | Separated Bike Lanes | Construct separated bike lanes on one or two sides | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 15 | ✓ | |
| | | | Protected Intersection | Provide protected intersection treatment at signalized intersections | | | | | | | | | | | | ✓ |
| B3 | US 101 | 22nd Street to Siuslaw River Bridge | Buffered Bike Lanes | Construct buffered bike lanes on both sides - requires narrowing travel lanes | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 2 | 1 | 12 | | |
| | | | Separated Bike Lanes | Construct separated bike lanes on one or two sides | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 15 | ✓ | |
| | | | Protected Intersection | Provide protected intersection treatment at signalized intersections | | | | | | | | | | | | ✓ |
| B4 | OR 126 | US 101 to Tamarack Street | Buffered Bike Lanes | Construct buffered bike lanes on both sides - requires narrowing travel lanes | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 2 | 1 | 12 | | |
| | | | Separated Bike Lanes | Construct separated bike lanes on one or two sides | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 15 | ✓ | |
| B5 | OR 126 | Tamarack Street to UGB | Buffered Bike Lanes | Construct buffered bike lanes on both sides - requires narrowing travel lanes | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 2 | 1 | 12 | | |
| | | | Separated Bike Lanes | Construct separated bike lanes on one or two sides | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 15 | ✓ | |
| B6 | Heceta Beach Road | US 101 to Rhododendron Drive | Widen Shoulders | Widen shoulders on both sides/reconfigure as mixed-use shoulder | -1 | -1 | 1 | 2 | -1 | -1 | 2 | -1 | -1 | -1 | | |
| | | | Bike Lanes | Construct bike lanes on both sides | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 11 | | |
| | | | Buffered Bike Lanes | Construct buffered bike lanes on both sides - requires narrowing travel lanes | 1 | 2 | 1 | 2 | 1 | 1 | 2 | 2 | 1 | 13 | | |
| | | | Shared-Use Path | Construct shared-use path on one side-include landscape strip as feasible | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 15 | ✓ | |
| B7 | Munsel Lake Road | US 101 to Spruce Street | Widen Shoulders | Widen shoulders on both sides/reconfigure as mixed-use shoulder | -1 | -1 | 1 | 2 | -1 | -1 | 2 | -1 | -1 | -1 | | |
| | | | Shared-Use Path | Construct bike lanes on one side and shared-use path on the other - include landscape strip as feasible | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 15 | ✓ | |
| B8 | Munsel Lake Road | Spruce Street to Ocean Dunes Drive | Widen Shoulders | Widen shoulders on both sides/reconfigure as mixed-use shoulder | -1 | -1 | 1 | 2 | -1 | -1 | 2 | -1 | -1 | -1 | | |
| | | | Buffered Bike Lanes | Construct buffered bike lanes on both sides - requires narrowing travel lanes | 1 | 2 | 1 | 2 | 1 | 1 | 2 | 2 | 1 | 13 | | |
| | | | Shared-Use Path | Construct shared-use path on one side-include landscape strip as feasible | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 15 | ✓ | |

ATTACHMENT B: QUALITATIVE EVALUATION OF ALTERNATIVES

| ID | Location/Name | Description | Evaluation Criteria (-2 to +2 scoring) | | | | | | | | | | | | | | | | | | | | | | | | Evaluation Total | Priority | | | | | | |
|-----------------------|--|--|--|---|---|--|------------------------------------|--------------------------------|-----------------------------------|--------------------------------------|--|--|----------------------------------|--|--|--|--|---|--|---|------------------------------|---|--|--|---|--|------------------|----------|---|----------------------------|---------------------------------------|--------|-----|--|
| | | | Transportation System for All | | | Goal 2: Building Cost-Effective Facilities that Support Economic Development | | | | | | Goal 3: Meeting the Wide-Ranging Transportation Needs of all Users | | | | | | Goal 4: Minimizing Environmental Impacts | | | | Goal 5: Adding Resilience to the Network & Planning for Emergencies | | | | | | | Goal 6: Coordinating with Local, Regional, & State Partners | | | | | |
| | | | Objective 1A: Address Known Historical Safety Issues | Objective 1B: Provide Safe Pedestrian Crossings | Objective 1C: Support Safe Roadway Improvements for All | Objective 2A: Convenient Access for All Modes to Major Motorized Routes | Objective 2B: Non-motorized Routes | Objective 2C: Vehicle Mobility | Objective 2D: Roadway Connections | Objective 2E: Minimize Vehicle Delay | Objective 2F: Balance Economic and Traffic Impacts | Objective 3A: Low Stress Network | Objective 3B: Non-motorized Gaps | Objective 3C: Non-motorized Connectivity | Objective 3D: Demand Management Programs | Objective 3E: Comfortable and Reliable Transit | Objective 4A: Minimize Natural and Culture Resources Impacts | Objective 4B: Policies that Encourage Low-Emission Travel | Objective 4C: Sustainable Alternatives | Objective 4D: Minimize Impacts on Natural Resources | Objective 5A: Add Resilience | Objective 5B: Outside Tsunami Inundation Zones | Objective 5C: Enhance Livability and Tsunami Evacuation Routes | Objective 5D: Non-motorized Evacuation Route and Signage | Objective 5E: Accommodate Emergency Service | Objective 6A: Consistency with Local Plans | | | Objective 6B: Consistency with Statewide Planning | Objective 6C: Partnerships | Objective 6D: City Goals and Policies | | | |
| Roadway System | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R1 | Pacific View Drive | Extend Pacific View Drive to Rhododendron Drive | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 2 | 2 | 0 | 0 | -1 | -1 | -1 | -1 | 1 | -1 | 2 | 1 | 1 | 1 | 0 | 1 | 1 | 14 | Low | | | |
| R2 | Munsel Lake Road | Extend Munsel Lake Road to the Oak Street | 0 | 0 | 1 | 1 | 1 | 1 | -1 | -1 | 1 | 1 | 2 | 1 | 0 | 0 | -1 | -1 | -1 | -1 | 1 | 2 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 12 | Low | | | |
| R3 | Oak Street | Extend Oak Street from Heceta Beach Road to Fred Meyers | 0 | 0 | 1 | 2 | 2 | 1 | 2 | 1 | 1 | 2 | 2 | 2 | 1 | 0 | -1 | -1 | 1 | -1 | 1 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 23 | Medium | | |
| R4 | Spruce Street | Extend Spruce Street to the Heceta Beach Road | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | -1 | -1 | -1 | -2 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 1 | 1 | 16 | Low | | | |
| R5 | Oak Street | Extend Oak Street from Heceta Beach Road to the north city limits | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 0 | -1 | -1 | 1 | -1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 16 | Low | | |
| R6 | Heceta Beach Road | Extend Heceta Beach Road to the Spruce Street | 0 | 0 | 1 | 1 | 1 | 1 | -1 | -2 | 1 | 1 | 1 | 1 | 0 | 0 | -2 | -1 | -1 | -2 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 8 | Low | |
| R7 | Munsel Lake Road | Extend Munsel Lake Road from Oak Street to Rhododendron Drive | 0 | 0 | 1 | 1 | 1 | 2 | -1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | -1 | -1 | -1 | -1 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 1 | 1 | 14 | Low | | | |
| R8 | 20th Street | Extend 20th Street to Kingwood Street | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 1 | 0 | 2 | 2 | 2 | 0 | 0 | -1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 23 | Medium | | |
| R9 | US 101/Munsel Lake Road Intersection | Install traffic signal when warranted | 1 | 2 | 1 | 2 | 2 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 24 | Medium | | | |
| R10 | US 101/35th Street Intersection | Optimize the signal timing and phasing to address queueing | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 18 | Medium | | |
| R11 | US 101/27th Street Intersection | Install a traffic signal when warranted | 0 | 2 | 1 | 1 | 2 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | Medium | | |
| R12 | US 101/15th Street Intersection | Reconfigure the intersection/modify the traffic control | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | -1 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | Low | | |
| R13 | US 101/OR 126 Intersection | Optimize the signal timing and phasing to address queueing | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | Medium | | |
| R14 | OR 126/Quince Street Intersection | Reconfigure the intersection/modify the traffic control | 2 | 2 | 1 | 2 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | -1 | 1 | 1 | 2 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | Medium | | |
| R15 | OR 126/Spruce Street Intersection | Reconfigure the intersection/modify the traffic control | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | -1 | 1 | 1 | 2 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | Low | | |
| R16 | 9th Street/Kingwood Street Intersection | Reconfigure the intersection/modify the traffic control | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | -1 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | Low | | |
| R17 | 35th Street/Kingwood Street Intersection | Reconfigure the intersection/modify the traffic control | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | -1 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | Low | | |
| Safety Plan | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S1 | US 101/Heceta Beach Road Intersection | Install advance intersection warning signs with flashing beacons, southbound dynamic speed feedback sign after entering Florence, traffic calming measures on US 101, and intersection lighting. | 1 | 2 | 2 | 1 | 2 | 1 | 1 | -1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | -1 | 1 | 1 | 1 | 1 | 0 | 22 | Medium | | |
| S2 | US 101/Munsel Lake Road Intersection | Install advance intersection warning signs with flashing beacons, evaluate need for traffic control modification, traffic calming measures on US 101, and intersection lighting. | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | -1 | 1 | 1 | 1 | 1 | 0 | 28 | High | | |
| S3 | US 101/46th Street | Install advance intersection warning signs with flashing beacons, traffic calming on US 101, street name signs, and intersection lighting. | 1 | 2 | 2 | 1 | 2 | 1 | 1 | -1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | -1 | 1 | 1 | 1 | 1 | 0 | 22 | Medium | | |
| S4 | US 101/OR 126 | Provide traffic calming measures on US 101 and OR 126 approaching the intersection and increase visibility of traffic signal heads. | 1 | 2 | 2 | 1 | 2 | 1 | 1 | -1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | -1 | 1 | 1 | 1 | 1 | 0 | 22 | Medium | | |
| S5 | US 101/Rhododendron Drive Intersection | Provide traffic calming measures on US 101 and OR 126 approaching the intersection and increase visibility of traffic signal heads. | 1 | 2 | 2 | 1 | 2 | 1 | 1 | -1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | -1 | 1 | 1 | 1 | 1 | 0 | 22 | Medium | | |

| ID | Location/Name | Description | Evaluation Criteria (-2 to +2 scoring) | | | | | | | | | | | | | | | | | | | | | | | | Evaluation Total | Priority | | | | |
|-------------------|---|--|--|---|---|--|------------------------------------|--------------------------------|-----------------------------------|--------------------------------------|--|--|----------------------------------|--|--|--|--|---|--|---|---|--|--|--|---|---|------------------|----------|---|----------------------------|---------------------------------------|--|
| | | | Transportation System for All | | | Goal 2: Building Cost-Effective Facilities that Support Economic Development | | | | | | Goal 3: Meeting the Wide-Ranging Transportation Needs of all Users | | | | | Goal 4: Minimizing Environmental Impacts | | | | Goal 5: Adding Resilience to the Network & Planning for Emergencies | | | | | Goal 6: Coordinating with Local, Regional, & State Partners | | | | | | |
| | | | Objective 1A: Address Known Historical Safety Issues | Objective 1B: Provide Safe Pedestrian Crossings | Objective 1C: Support Safe Roadway Improvements for All | Objective 2A: Convenient Access for All Modes to Major Motorized Routes | Objective 2B: Non-motorized Routes | Objective 2C: Vehicle Mobility | Objective 2D: Roadway Connections | Objective 2E: Minimize Vehicle Delay | Objective 2F: Balance Economic and Traffic Impacts | Objective 3A: Low Stress Network | Objective 3B: Non-motorized Gaps | Objective 3C: Non-motorized Connectivity | Objective 3D: Demand Management Programs | Objective 3E: Comfortable and Reliable Transit | Objective 4A: Minimize Natural and Culture Resources Impacts | Objective 4B: Policies that Encourage Low-Emission Travel | Objective 4C: Sustainable Alternatives | Objective 4D: Minimize Impacts on Natural Resources | Objective 5A: Add Resilience | Objective 5B: Outside Tsunami Inundation Zones | Objective 5C: Enhance Livability and Tsunami Evacuation Routes | Objective 5D: Non-motorized Evacuation Route and Signage | Objective 5E: Accommodate Emergency Service | Objective 6A: Consistency with Local Plans | | | Objective 6B: Consistency with Statewide Planning | Objective 6C: Partnerships | Objective 6D: City Goals and Policies | |
| S6 | OR 126/Quince Street Intersection | Evaluate need for traffic control modification, provide traffic calming on OR 126, and install additional street lighting. | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | -1 | 1 | 1 | 1 | 0 | 28 | High | |
| S7 | Rhododendron Drive/Heceta Beach Road Intersection | Install advance intersection warning signs on Heceta Beach Road, provide traffic calming on Heceta Beach Road, trim vegetation, and install intersection lighting. | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | -1 | 1 | 1 | 1 | 0 | 28 | High | |
| S8 | Kingwood Street/15th Street Intersection | Install advance intersection warning signs on Kingwood Street, provide traffic calming on Kingwood Street, and trim vegetation. | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | -1 | 1 | 1 | 1 | 0 | 28 | High | |
| S9 | Kingwood Street/9th Street Intersection | Install advance intersection warning signs on 9th Street, evaluate need for traffic control modification, and install additional intersection lighting. | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | -1 | 1 | 1 | 1 | 0 | 28 | High | |
| Pedestrian System | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Low | |
| P1 | US 101 | Complete sidewalks from 37th Street to UGB and install an enhanced crossing at 43rd Street. | 1 | 2 | 2 | 2 | 2 | -1 | 1 | -1 | 2 | 2 | 2 | 2 | 1 | 1 | -1 | 2 | 2 | -1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 26 | High | |
| P2 | US 101 | Reconstruct existing sidewalks with landscape buffers from 37th Street to Siuslaw River Bridge and install an enhanced crossing at 43rd Street. | 1 | 2 | 2 | 2 | 1 | -1 | 1 | -1 | 2 | 2 | 2 | 2 | 1 | 1 | -1 | 2 | 2 | -1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 25 | Medium | |
| P3 | OR126 | Complete sidewalks on north side to Casino and both sides to Tamarack Street. | 1 | 2 | 2 | 2 | 2 | -1 | 2 | -1 | 2 | 2 | 2 | 2 | 2 | 2 | -1 | 2 | 2 | -1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 29 | High | |
| P4 | Heceta Beach Road | Construct shared-use path on one side and include landscape strip as feasible from US 101 to Rhododendron Drive. | 0 | 1 | 2 | 2 | 2 | -1 | 2 | -1 | 2 | 2 | 2 | 2 | 2 | 2 | -1 | 2 | 2 | -1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 27 | High | |
| P5 | Munsel Lake Road | Construct shared-use path on one side and include landscape strip as feasible from US 101 to Spruce Street. | 2 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 2 | 2 | 2 | 0 | 1 | 1 | 1 | 1 | 33 | High | |
| P6 | Munsel Lake Road | Construct shared-use path on one side and include landscape strip as feasible from Spruce Street to Ocean Dunes Drive. | 1 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 1 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 0 | 1 | 1 | 1 | 1 | 31 | High | |
| P7 | Munsel Lake Road | Construct shared-use path on one side and include landscape strip as feasible from Ocean Dunes Drive to N Fork Siuslaw Road. | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 1 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 0 | 1 | 1 | 1 | 2 | 30 | High | |
| P8 | N Fork Road | Construct shared-use path on one side and include landscape strip as feasible from OR 126 to Munsel Lake. | 1 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 1 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 0 | 1 | 1 | 1 | 1 | 30 | High | |
| P9 | North Jetty Rd | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P10 | 9th Street | Install enhanced crossings treatments at existing crosswalks at US 101 to Rhododendron Drive. | 0 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | Low | |
| P11 | Rhododendron Drive | Install enhanced crossings treatments at existing crosswalks at US 101 to Hemlock Street. | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | Low | |
| P12 | Rhododendron Drive | Construct sidewalks on the south/west side and install enhanced crossings at select locations at Hemlock Street to 9th Street. | 0 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 18 | Medium | |
| P13 | Rhododendron Drive | Construct shared-use path on one side of 9th Street to Wild Winds Street. | 1 | 2 | 2 | 2 | 2 | 0 | 1 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 2 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 31 | High | |
| P14 | Rhododendron Drive | Reconstruct the sidewalks consistent per City standards as part of future at Wild Winds Street to 35th Street. | 1 | 2 | 2 | 2 | 2 | 0 | 1 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 2 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 31 | High | |
| P15 | Rhododendron Drive | Construct shared-use path on one side at 35th Street to Heceta Beach Road. | 1 | 2 | 2 | 2 | 2 | 0 | 1 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 2 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 31 | High | |
| P16 | 2nd Street | Fill sidewalk gaps within Old Town and install enhanced crossings at Nopal Street, Oak Street, Harbor Street (e.g. marked crosswalks with curb extensions). | 1 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 1 | 2 | 2 | 1 | 1 | 2 | 2 | 1 | 0 | 1 | 0 | 2 | 1 | 32 | High | |

| ID | Location/Name | Description | Evaluation Criteria (-2 to +2 scoring) | | | | | | | | | | | | | | | | | | | | | | | | | Evaluation Total | Priority | | | |
|-----|--------------------------|---|--|---|---|--|------------------------------------|--------------------------------|-----------------------------------|--------------------------------------|--|--|----------------------------------|--|--|--|--|---|--|---|---|--|--|--|---|---|---|------------------|----------|----------------------------|---------------------------------------|--------|
| | | | Transportation System for All | | | Goal 2: Building Cost-Effective Facilities that Support Economic Development | | | | | | Goal 3: Meeting the Wide-Ranging Transportation Needs of all Users | | | | | Goal 4: Minimizing Environmental Impacts | | | | Goal 5: Adding Resilience to the Network & Planning for Emergencies | | | | | Goal 6: Coordinating with Local, Regional, & State Partners | | | | | | |
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| P17 | 21st Street | Retime signal at US 101 for improved pedestrian access (e.g. leading pedestrian interval) | 0 | 1 | 1 | 1 | 1 | -1 | 0 | -1 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | Low | |
| P18 | 21st Street | Fill sidewalk gaps on both sides at US 101 to Spruce Street. | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | -1 | 2 | 2 | -1 | 2 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 22 | Medium | |
| P19 | 27th Street | Fill sidewalk gaps on both sides at US 101 to Oak Street. | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | -1 | 2 | 2 | -1 | 2 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 22 | Medium | |
| P20 | 35th Street | Fill in sidewalk gaps on one side at Rhododendron Drive to Kingwood Street and install an enhanced crossing at Kingwood Street. | 2 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 27 | High |
| P21 | 35th Street | Fill in sidewalk gaps on both sides at Kingwood Street to Oak Street. | 2 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 27 | High |
| P22 | 35th Street | Fill in sidewalk gaps on both sides at Oak Street to US 101 and retime signal at US 101 for improved pedestrian access (e.g. leading pedestrian interval). | 2 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 27 | High |
| P23 | 35th Street | Do nothing. | 0 | -2 | -2 | -2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Low |
| P24 | 42nd Street | Construct sidewalks on both sides at US 101 to Spruce Street and install enhanced crossings at select locations at US 101 at 42nd Street or between 42nd Street and 43rd Street. | 0 | 2 | 2 | 2 | 2 | -1 | 0 | -1 | 1 | 2 | 2 | 2 | 0 | 0 | -1 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 23 | Medium |
| P25 | 43rd Street | Fill in sidewalk gaps on south side at Oak Street to US 101. | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 25 | Medium |
| P26 | 46th Street | Install enhanced crossing on US 101 at 46th Street. | 0 | 2 | 2 | 1 | 1 | -1 | 0 | -1 | 1 | 2 | 0 | 2 | 0 | 0 | 2 | 2 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 20 | Medium |
| P27 | Airport Road/15th Street | Fill in sidewalk gaps on both sides at Kingwood Street to US 101. | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 21 | Medium | |
| P28 | Bay Street | Reconstruct sidewalks to increase width, install curb extensions at Kingwood Street, Laurel Street, Maple Street, and mid-block by the boardwalk, install mid-block crosswalk at Bay Street/Nopal Street corner by the boardwalk, and develop a streetscape design plan at Kingwood Street to Maple Street. | 0 | 1 | 2 | 2 | 2 | -1 | 0 | -1 | 2 | 1 | 2 | 1 | 0 | 0 | -1 | 2 | 1 | -1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | Medium |
| P29 | Kingwood Street | Fill in sidewalk gaps on both sides at Bay Street to 9th Street and install an enhanced crossing at Bay Street. | 2 | 2 | 2 | 2 | 1 | -1 | 0 | -1 | 1 | 1 | 2 | 2 | 0 | 0 | -1 | 2 | 1 | -1 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 20 | Medium | |
| P30 | Kingwood Street | Fill in sidewalk gaps on both sides at 9th Street to Airport Way and install enhanced crossing at Bay Street. | 2 | 2 | 2 | 2 | 1 | -1 | 0 | -1 | 1 | 2 | 2 | 2 | 0 | 0 | -1 | 1 | 1 | -1 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 19 | Medium | |
| P31 | Kingwood Street | Fill in sidewalk gaps on both sides at Airport Way to 20th Street and install enhanced crossings at select locations. | 2 | 2 | 2 | 2 | 2 | -1 | 0 | -1 | 1 | 2 | 2 | 2 | 0 | 0 | -1 | 1 | 1 | -1 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 20 | Medium | |
| P32 | Kingwood Street | Reconstruct sidewalks with landscape strips and implement traffic calming measures at 20th Street to 35th Street. | 0 | 1 | 1 | 1 | 1 | 0 | 0 | -1 | 1 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 19 | Medium | |
| P33 | Maple Street | Fill in sidewalk gaps on one side at US 101 to Bay Street. | | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 19 | Medium | |
| P34 | Oak Street | Install enhanced crossing at select locations at 20th Street to 27th Street. | 0 | 2 | 2 | 2 | 2 | -1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | Medium | |
| P35 | Oak Street | Fill in sidewalk gaps on one side and install enhanced crossing at select location at 27th Street to 35th Street. | 0 | 2 | 1 | 2 | 2 | -1 | 0 | -1 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 22 | Medium | |
| P36 | Oak Street | Reconstruct sidewalks with landscape strips and implement traffic calming measures at 35th Street to 46th Street. | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 21 | Medium |

| ID | Location/Name | Description | Evaluation Criteria (-2 to +2 scoring) | | | | | | | | | | | | | | | | | | | | | | | | Evaluation Total | Priority | | | | |
|----------------|----------------------------|---|--|---|---|--|------------------------------------|--------------------------------|-----------------------------------|--------------------------------------|--|--|----------------------------------|--|--|--|--|---|--|---|------------------------------|---|--|--|---|--|------------------|----------|---|----------------------------|---------------------------------------|--------|
| | | | Transportation System for All | | | Goal 2: Building Cost-Effective Facilities that Support Economic Development | | | | | | Goal 3: Meeting the Wide-Ranging Transportation Needs of all Users | | | | | | Goal 4: Minimizing Environmental Impacts | | | | Goal 5: Adding Resilience to the Network & Planning for Emergencies | | | | | | | Goal 6: Coordinating with Local, Regional, & State Partners | | | |
| | | | Objective 1A: Address Known Historical Safety Issues | Objective 1B: Provide Safe Pedestrian Crossings | Objective 1C: Support Safe Roadway Improvements for All | Objective 2A: Convenient Access for All Modes to Major Motorized Routes | Objective 2B: Non-motorized Routes | Objective 2C: Vehicle Mobility | Objective 2D: Roadway Connections | Objective 2E: Minimize Vehicle Delay | Objective 2F: Balance Economic and Traffic Impacts | Objective 3A: Low Stress Network | Objective 3B: Non-motorized Gaps | Objective 3C: Non-motorized Connectivity | Objective 3D: Demand Management Programs | Objective 3E: Comfortable and Reliable Transit | Objective 4A: Minimize Natural and Culture Resources Impacts | Objective 4B: Policies that Encourage Low-Emission Travel | Objective 4C: Sustainable Alternatives | Objective 4D: Minimize Impacts on Natural Resources | Objective 5A: Add Resilience | Objective 5B: Outside Tsunami Inundation Zones | Objective 5C: Enhance Livability and Tsunami Evacuation Routes | Objective 5D: Non-motorized Evacuation Route and Signage | Objective 5E: Accommodate Emergency Service | Objective 6A: Consistency with Local Plans | | | Objective 6B: Consistency with Statewide Planning | Objective 6C: Partnerships | Objective 6D: City Goals and Policies | |
| P37 | Quince Street | Install enhanced crossing at 6th Street for events center access. | 0 | 2 | 2 | 2 | 2 | -1 | 0 | -1 | 1 | 1 | 1 | 2 | 0 | 0 | 2 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 22 | Medium |
| P38 | 32nd-Redwood Street | Fill in sidewalk gap on south/west side at Spruce Street to 35th Street. | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 20 | Medium | |
| P39 | Spruce Street | Fill in sidewalk gaps on both sides at 42nd Street to 35th Street. | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | -1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 1 | 20 | Medium | |
| P40 | Spruce Street | Install enhanced crossings at shared-use paths at 32nd Street to 17th Street. | 0 | 2 | 2 | 2 | 1 | -1 | 0 | -1 | 1 | 1 | 1 | 2 | 0 | 0 | 2 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 20 | Medium | |
| P41 | Spruce Street | Fill sidewalks gaps on both sides at 17th Street to OR 126. | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | -1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 20 | Medium | |
| P42 | Spruce Street | Construct sidewalks on west side at Munsel Lake to northern Terminus. | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 19 | Medium | |
| P43 | 4th Avenue | Construct shared-use path on one side at Heceta Beach Road to Joshua Lane. | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 19 | Medium | |
| P44 | 20th Street | Construct sidewalks on both sides at Kingwood Street to US 101, install enhanced crossings at US 101, and extend 20th Street west to Kingwood Street. | 0 | 2 | 2 | 1 | 1 | 0 | 0 | -1 | 1 | 1 | 2 | 1 | 0 | 0 | -1 | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 23 | Medium | |
| P45 | Laurel Street/Old Town Way | Fill sidewalk gaps on both sides at US 101 to Maple Street. | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | -1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 21 | Medium | |
| P46 | 30th Street | Install second crosswalk at Oak Street and install school crosswalk signs. | 0 | 2 | 2 | 2 | 1 | 0 | 0 | -1 | 2 | 2 | 0 | 2 | 0 | 0 | 2 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 27 | High | |
| P47 | 30th Street | Do nothing. | 0 | -2 | -2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | Low | |
| Bicycle System | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Low | | |
| B1 | US 101 | Construct separated bike lanes on one or two sides at UGB to 32nd Street and provide protected intersection treatment at signalized intersections. | 0 | 0 | 2 | 1 | 2 | -1 | 2 | -1 | 1 | 2 | 1 | 2 | 0 | 1 | 1 | 2 | 2 | -1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | Medium | |
| B2 | US 101 | Construct separated bike lanes on one or two sides at 32nd Street to 22nd Street and provide protected intersection treatment at signalized intersections. | 0 | 0 | 2 | 2 | 2 | -1 | 2 | -1 | 1 | 2 | 1 | 2 | 0 | 1 | 1 | 2 | 2 | -1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 23 | Medium | |
| B3 | US 101 | Construct separated bike lanes on one or two sides at 22nd Street to Siuslaw River Bridge and provide protected intersection treatment at signalized intersections. | 0 | 0 | 2 | 2 | 2 | -1 | 2 | -1 | 1 | 2 | 1 | 2 | 0 | 0 | 1 | 2 | 2 | -1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | Medium | |
| B4 | OR 126 | Construct separated bike lanes on one or two sides at US 101 to Tamarack Street. | 2 | 0 | 1 | 2 | 2 | 0 | 2 | 0 | 2 | 2 | 2 | 2 | 1 | 0 | 1 | 2 | 2 | -1 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 28 | High | |
| B5 | OR 126 | Construct separated bike lanes on one or two sides at Tamarack Street to UGB. | 1 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 2 | 2 | 2 | 2 | 0 | 1 | 1 | 2 | 2 | -1 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 26 | High | |
| B6 | Heceta Beach Road | Construct shared-use path on one side include landscape strip as feasible at US 101 to Rhododendron Drive. | 0 | 0 | 2 | 1 | 2 | 0 | 2 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 1 | 2 | -1 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 27 | High | |
| B7 | Munsel Lake Road | Construct bike lanes on one side and shared-use path on the other side from US 101 to Spruce Street. | 0 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 29 | High | |
| B8 | Munsel Lake Road | Construct shared-use path on one side include landscape strip as feasible at Spruce Street to Ocean Dunes Drive. | 0 | 0 | 2 | 1 | 2 | 0 | 2 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 30 | High | |
| B9 | Munsel Lake Road | Construct shared-use path on one side include landscape strip as feasible at OR 126 to Munsel Lake Road. | 0 | 0 | 2 | 1 | 2 | 0 | 2 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 30 | High | |
| B10 | N Fork Siuslaw Road | Construct shared-use path on one side include landscape strip as feasible at OR 126 to N Fork Siuslaw Road. | 0 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 29 | High | |
| B11 | 9th Street | Construct buffered bike lanes on both sides - requires narrowing travel lanes at US 101 to Rhododendron Drive. | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 1 | 2 | 2 | 0 | 2 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 23 | Medium | |

| ID | Location/Name | Description | Evaluation Criteria (-2 to +2 scoring) | | | | | | | | | | | | | | | | | | | | | | | | | Evaluation Total | Priority | | | | |
|-----|--------------------------|---|--|---|---|--|------------------------------------|--------------------------------|-----------------------------------|--------------------------------------|--|--|----------------------------------|--|--|--|--|---|--|---|------------------------------|---|--|--|---|--|---|------------------|----------|----------------------------|---------------------------------------|--------|--|
| | | | Transportation System for All | | | Goal 2: Building Cost-Effective Facilities that Support Economic Development | | | | | | Goal 3: Meeting the Wide-Ranging Transportation Needs of all Users | | | | | | Goal 4: Minimizing Environmental Impacts | | | | Goal 5: Adding Resilience to the Network & Planning for Emergencies | | | | | Goal 6: Coordinating with Local, Regional, & State Partners | | | | | | |
| | | | Objective 1A: Address Known Historical Safety Issues | Objective 1B: Provide Safe Pedestrian Crossings | Objective 1C: Support Safe Roadway Improvements for All | Objective 2A: Convenient Access for All Modes to Major Motorized Routes | Objective 2B: Non-motorized Routes | Objective 2C: Vehicle Mobility | Objective 2D: Roadway Connections | Objective 2E: Minimize Vehicle Delay | Objective 2F: Balance Economic and Traffic Impacts | Objective 3A: Low Stress Network | Objective 3B: Non-motorized Gaps | Objective 3C: Non-motorized Connectivity | Objective 3D: Demand Management Programs | Objective 3E: Comfortable and Reliable Transit | Objective 4A: Minimize Natural and Culture Resources Impacts | Objective 4B: Policies that Encourage Low-Emission Travel | Objective 4C: Sustainable Alternatives | Objective 4D: Minimize Impacts on Natural Resources | Objective 5A: Add Resilience | Objective 5B: Outside Tsunami Inundation Zones | Objective 5C: Enhance Livability and Tsunami Evacuation Routes | Objective 5D: Non-motorized Evacuation Route and Signage | Objective 5E: Accommodate Emergency Service | Objective 6A: Consistency with Local Plans | Objective 6B: Consistency with Statewide Planning | | | Objective 6C: Partnerships | Objective 6D: City Goals and Policies | | |
| B12 | Rhododendron Drive | Construct buffered bike lanes on both sides - requires narrowing travel lanes at US 101 to 9th Street. | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 1 | 2 | 2 | 0 | 2 | -1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 21 | Medium | |
| B13 | Rhododendron Drive | Construct shared-use path on one side include landscape strip as feasible at 9th Street to Wild Winds Street. | 0 | 0 | 2 | 2 | 2 | 0 | 1 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 1 | 2 | -1 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 27 | High | | |
| B14 | Rhododendron Drive | Construct shared-use path on one side include landscape strip as feasible at Wild Winds Street to 35th Street. | 0 | 0 | 2 | 1 | 2 | 0 | 1 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 1 | 1 | -1 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 25 | Medium | | |
| B15 | Rhododendron Drive | Construct shared-use path on one side include landscape strip as feasible at 35th Street to Heceta Beach Road. | 2 | 0 | 2 | 1 | 2 | 0 | 1 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 1 | 1 | -1 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 27 | High | | |
| B16 | 2nd Street | Extend shared lane pavement marking from Maple Street to US 101. | 0 | 0 | 1 | 1 | 1 | -2 | 0 | -1 | 1 | 1 | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 15 | Low | | |
| B17 | 21st Street | Add shared lane pavement markings at Oak Street to US 101. | 0 | 0 | 1 | 1 | 1 | -2 | 0 | -1 | 1 | 1 | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 16 | Low | | |
| B18 | 21st Street | Add shared lane pavement markings at US 101 to Spruce Street. | 0 | 0 | 1 | 1 | 1 | -2 | 0 | -1 | 1 | 1 | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 16 | Low | | |
| B19 | 27th Street | Construct bike lanes from Oak Street to US 101 - requires widening. | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | -1 | 2 | 2 | -1 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 19 | Medium | | |
| B20 | 35th Street | Do nothing. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Low | |
| B21 | 35th Street | Do nothing. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Low | |
| B22 | 35th Street | Do nothing. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Low | |
| B23 | 35th Street | Widen bike lanes at US 101 to Spruce Street. | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | -1 | 1 | 1 | -1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | Low | | |
| B24 | 42nd Street | Create bike connection between Munsel Creek Drive and Munsel Creek Lp and add shared lane pavement markings east of Spruce Street from US 101 to Spruce Street. | 0 | 0 | 1 | 0 | 2 | -1 | 2 | -1 | 1 | 2 | 2 | 2 | 0 | 0 | -2 | 2 | 2 | -2 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 19 | Medium | | |
| B25 | 43rd Street | Construct bike lanes on both sides - requires removing on-street parking at Oak Street to US 101. | 0 | 0 | 2 | 1 | 2 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 21 | Medium | | | |
| B26 | 46th Street | Do nothing. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Low | |
| B27 | Airport Road/15th Street | Construct bike lanes on both sides - requires removing on-street parking at Kingwood Street to US 101 and incorporate enhanced bicycle crossing at US 101 into existing crossing. | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | Medium | | |
| B28 | Bay Street | Add shared lane pavement markings at Kingwood Street to Maple Street. | 0 | 0 | 1 | 1 | 1 | -2 | 0 | -1 | 1 | 1 | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 14 | Low | | |
| B29 | Kingwood Street | Construct bike lanes on both sides - requires removing on-street parking at Bay Street to 9th Street and implement traffic calming measures. | 2 | 0 | 2 | 1 | 2 | 0 | 1 | 0 | -1 | 2 | 0 | 2 | 0 | 0 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | Medium | | |
| B30 | Kingwood Street | Construct bike lanes on both sides from 9th Street to 10th Street - requires removing on-street parking. | 2 | 0 | 1 | 2 | 2 | 0 | 1 | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 2 | 1 | 2 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 27 | High | | |
| B31 | Kingwood Street | Construct bike lanes on both sides - requires narrowing travel lanes at Airport Way to 35th Street. | 2 | 0 | 1 | 2 | 2 | 0 | 1 | -1 | 1 | 2 | 1 | 2 | 0 | 0 | 2 | 1 | 2 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 26 | High | | |
| B32 | Maple Street | Add shared lane pavement markings at US 101 to Bay Street. | 0 | 0 | 1 | 0 | 1 | -2 | 0 | -1 | 1 | 1 | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 15 | Low | | |
| B33 | Oak Street | Shared lane pavement marking from 20th Street to Siuslaw Middle School Driveway. | 0 | 0 | 1 | 2 | 1 | -2 | 0 | -1 | 1 | 1 | 1 | 1 | 2 | 0 | 2 | 1 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 18 | Medium | | |
| B34 | Oak Street | Construct buffered bike lanes on both sides - requires narrowing travel lanes at 27th Street to 35th Street. | 0 | 0 | 1 | 2 | 2 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 2 | 1 | 2 | 2 | 2 | 1 | 0 | -1 | 0 | 0 | 1 | 23 | Medium | | |
| B35 | Oak Street | Construct buffered bike lanes on both sides - requires narrowing travel lane at 35th Street to 46th Street. | 0 | 0 | 1 | 2 | 2 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 2 | 1 | 2 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 24 | Medium | | |

| ID | Location/Name | Description | Evaluation Criteria (-2 to +2 scoring) | | | | | | | | | | | | | | | | | | | | | | | | | Evaluation Total | Priority | | |
|----------------|---|--|--|---|---|--|------------------------------------|--------------------------------|-----------------------------------|--------------------------------------|--|----------------------------------|----------------------------------|--|--|--|--|---|--|---|------------------------------|--|--|--|---|--|---|------------------|----------|----------------------------|---------------------------------------|
| | | | Transportation System for All | | | Goal 2: Building Cost-Effective Facilities that Support Economic Development | | | | | Goal 3: Meeting the Wide-Ranging Transportation Needs of all Users | | | | | Goal 4: Minimizing Environmental Impacts | | | | Goal 5: Adding Resilience to the Network & Planning for Emergencies | | | | | Goal 6: Coordinating with Local, Regional, & State Partners | | | | | | |
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| B36 | Quince Street | Construct buffered bike lanes on both sides - requires narrowing travel lane at 2nd Street to OR 126. | 0 | 0 | 1 | 2 | 2 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 2 | 1 | 2 | 2 | 2 | 0 | 0 | -1 | 0 | 0 | 0 | 21 | Medium |
| B37 | 32nd-Redwood Street | Construct buffered bike lanes on both sides - requires narrowing travel lane at Spruce Street to 35th Street. | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 2 | 1 | 2 | 2 | 2 | 0 | 0 | -1 | 0 | 0 | 0 | 20 | Medium |
| B38 | Spruce Street | Extend bike lanes north to 42nd Street. | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | -1 | 1 | 1 | -1 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 15 | Low |
| B39 | Spruce Street | Construct bike lanes south of 25th Street - requires removing on-street parking. | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | -1 | 2 | 1 | 2 | 0 | 0 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 0 | 0 | -1 | 0 | 0 | 0 | 22 | Medium |
| B40 | Spruce Street | Construct bike lanes on both sides -requires removing on-street parking from 17th Street to OR 126. | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | -1 | 2 | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 0 | -1 | 0 | 0 | 0 | 22 | Medium |
| B41 | 4th Avenue | Construct bike lanes on both sides at Heceta Beach Road to Falcon Street. | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 1 | 2 | 2 | -1 | 2 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 22 | Medium |
| B42 | 20th Street | Add shared lane pavement markings and extend 20th Street west to Kingwood Street from Kingwood Street to US 101. | 0 | 0 | 1 | 0 | 1 | -1 | 0 | -1 | 2 | 1 | 1 | 1 | 0 | 0 | 2 | 1 | 2 | 2 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 17 | Medium |
| B43 | Laurel Street/Old Town Way | Add shared lane pavement markings at US 101 to Maple Street. | 0 | 0 | 1 | 2 | 1 | -1 | 0 | -1 | 2 | 1 | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 18 | Medium |
| B44 | 30th Street | Construct bike lanes on both sides - requires removing on-street parking at Oak Street to US 101. | 0 | 0 | 2 | 2 | 2 | 0 | 1 | 0 | -1 | 2 | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 0 | -1 | 0 | 0 | 0 | 25 | Medium |
| B45 | 30th Street | Construct bike lanes on both sides - requires removing on-street parking at US 101 to Spruce Street. | 0 | 0 | 2 | 2 | 2 | 0 | 1 | 0 | -1 | 2 | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 0 | -1 | 0 | 0 | 0 | 25 | Medium |
| Transit System | | | | | | | | | | 0 | | | | | | | | | | | | | | | | | | | | Low | |
| T1 | New Routes and Existing Route Changes | Explore adding service to Rhododendron Dr and Heceta Beach neighborhood | 0 | 0 | 0 | 1 | 0 | 0 | 0 | -1 | 1 | 0 | 0 | 0 | 2 | 2 | 1 | 2 | 2 | 1 | 1 | -1 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 15 | Low |
| T2 | Service, Frequency, Hours, and Coverage | Increased intercity service frequency | 0 | 0 | 0 | 2 | 0 | 0 | 0 | -1 | 1 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 2 | 1 | 20 | Medium |
| T3 | Marketing | Improve marketing for intercity services - Specifically to Eugene and Yachats | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 2 | 21 | Medium |
| T4 | New Amenities | Establish a transit center at the Grocery Outlet bus stop on 21st St, add bathroom facilities to transit center, formally establish a park-and-ride with Grocery Outlet, add transit shelters and/or benches to existing stop locations. | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | -1 | 2 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 16 | Low |
| T5 | Transit Stops | Add shelters and/or benches to existing bus stops and build bus stops that are accessible. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 1 | 2 | 1 | 1 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 15 | Low |
| T6 | Park and Ride Locations | Explore establishing a park-and-ride: - Grocery Outlet at US 101/21st Street - Three Rivers Casino - Florence Events Center (parking lot south of 6th Street) | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 2 | 1 | 23 | Medium |
| T7 | Mobility Hubs | Explore establishing a mobility hub: - Primary mobility hub at the Grocery Outlet at US 101/21st Street - Secondary mobility hub at the Port parking lot (1st Street and Nopal Street) - Secondary mobility hub at the Florence Events Center (parking lot south of 6th Street) | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | -2 | 2 | 2 | 1 | 2 | 2 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 20 | Medium |

APPENDIX H: ANALYSIS METHODOLOGIES AND ASSUMPTIONS

ANALYSIS METHODOLOGY AND ASSUMPTIONS MEMORANDUM

Date: October 11, 2023

To: Wendy Farley-Campbell, Shirley Gray, Erin Reynolds, Mike Miller, City of Florence
Michael Duncan, Oregon Department of Transportation

From: Michael Ruiz-Leon, Russ Doubleday, Matt Bell, Susan Wright, PE, PMP, Kittelson & Associates, Inc.

Project: City of Florence Transportation System Plan Update

Subject: Final Analysis Methodology and Assumptions Memorandum

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Introduction

This memorandum documents the methodologies and assumptions associated with the existing and future transportation system operations analyses for the City of Florence Transportation System Plan (TSP) update. The methodologies and assumptions included in this memorandum are based on guidance provided in the Oregon Department of Transportation (ODOT) Transportation System Plan Guidelines (Reference 1), the ODOT Analysis Procedures Manual (APM – Reference 2), and direction provided by City of Florence (City) and ODOT staff. The methodologies and assumptions described in this memorandum will help identify potential deficiencies in the transportation system, including:

- Traffic operations at the study intersections under existing and future traffic conditions,
- Traffic safety at the study intersections and along study area roadways,
- Gaps and deficiencies in bicycle and pedestrian facilities,
- Gaps and deficiencies in transit facilities and services, and
- Gaps and deficiencies in other travel modes.



This information will serve as a baseline for identifying a comprehensive list of multi-modal transportation system gaps, deficiencies, and needs to be addressed as part of the TSP update. It will also serve as a baseline for identifying and evaluating potential solutions and developing a prioritized list of improvements for the TSP update.

Study Area

The study area for the Florence TSP update is defined as the urban growth boundary (UGB) for the City of Florence. Figure 1 depicts the study area, including the UGB, city limits, and other key features.

Study Intersections

The study intersections for the Florence TSP update were determined by the City in coordination with ODOT. There is a total of 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.

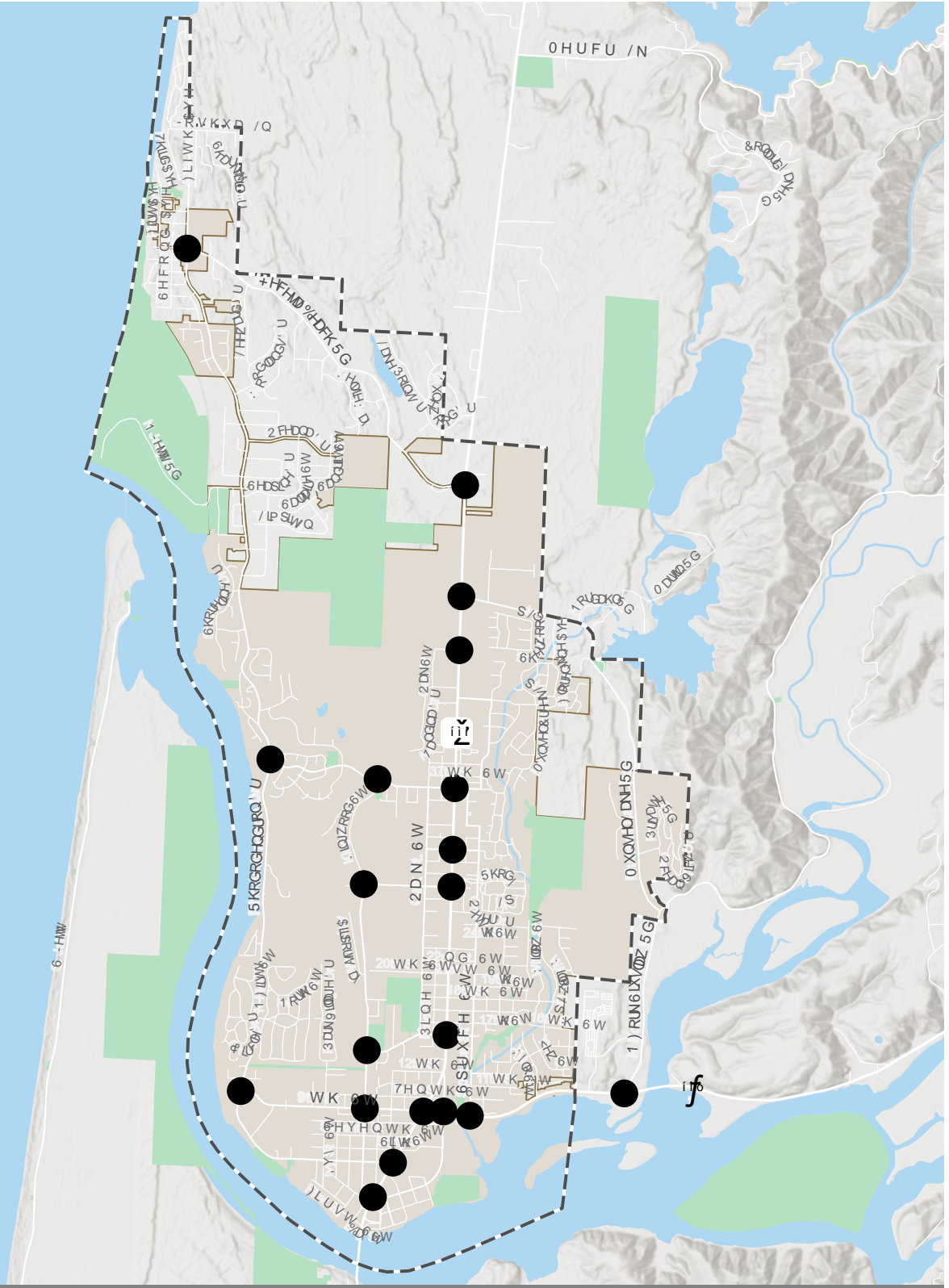
STATE FACILITIES

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

1:3.2.2021 - 1077UD0VSRUWDWLRQ.DQG.DQG.8VH.8ODQQLOQJ2.LOHV.JORUHQFH.763.8SG.DWH?JUV.24.DC.B.10B3URB3URMHFWB.DSU[.DWH



- 6W XG \ , QWHUVHFWLRQV
- 3DUNV
- :DWHU
- &LW \ %RXQGDU \
- 8UEDQ *URZWK %RXQGDU \



)LJXUH



Volume Development

TRAFFIC COUNTS

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 intersections in 15-minute intervals. Table 1 summarizes the traffic count information for the Florence TSP update. *The traffic count worksheets are provided in Attachment A – the traffic counts were conducted by ODOT and post-processed by Quality Counts.*

Table 1. Traffic Count Summary

| Map ID | Intersection | Count Date | Count Type | Duration |
|--------|--|------------|------------|---------------|
| 1 | US 101/Heceta Beach Road | 06/03/2021 | 16-hour | 6 AM to 10 PM |
| 2 | US 101/Munsel Lake Road | 06/03/2021 | 16-hour | 6 AM to 10 PM |
| 3 | US 101/46 th Street | 06/03/2021 | 16-hour | 6 AM to 10 PM |
| 4 | US 101/35 th Street | 06/03/2021 | 16-hour | 6 AM to 10 PM |
| 5 | US 101/30 th Street | 06/03/2021 | 16-hour | 6 AM to 10 PM |
| 6 | US 101/27 th Street | 06/03/2021 | 16-hour | 6 AM to 10 PM |
| 7 | US 101/15 th Street | 06/03/2021 | 16-hour | 6 AM to 10 PM |
| 8 | US 101/OR 126 | 06/03/2021 | 16-hour | 6 AM to 10 PM |
| 9 | US 101/Rhododendron Drive | 06/03/2021 | 16-hour | 6 AM to 10 PM |
| 10 | US 101/2 nd Street | 06/03/2021 | 16-hour | 6 AM to 10 PM |
| 11 | OR 126/Quince Street | 06/03/2021 | 16-hour | 6 AM to 10 PM |
| 12 | OR 126/Spruce Street | 06/03/2021 | 16-hour | 6 AM to 10 PM |
| 13 | OR 126/North Fork Siuslaw Road | 06/03/2021 | 16-hour | 6 AM to 10 PM |
| 14 | Rhododendron Drive/Heceta Beach Road | 06/03/2021 | 16-hour | 6 AM to 10 PM |
| 15 | Rhododendron Drive/35 th Street | 06/03/2021 | 16-hour | 6 AM to 10 PM |
| 16 | Rhododendron Drive/9 th Street | 06/03/2021 | 16-hour | 6 AM to 10 PM |
| 17 | Kingwood Street/35 th Street | 06/03/2021 | 16-hour | 6 AM to 10 PM |
| 18 | Kingwood Street/27 th Street | 06/03/2021 | 16-hour | 6 AM to 10 PM |
| 19 | Kingwood Street/15 th Street | 06/03/2021 | 16-hour | 6 AM to 10 PM |
| 20 | Kingwood Street/9 th Street | 06/03/2021 | 16-hour | 6 AM to 10 PM |

PEAK HOUR DEVELOPMENT

The traffic counts were reviewed to identify a system-wide peak hour and/or individual intersection peak hours for the operational analysis. A system-wide peak hour was found to occur from 12:15 to 1:15 PM while individual intersection peak hours were found to occur at different times throughout the mid-day. However, based on further review of historical data along US 101 and discussions with City and ODOT staff about the implications of using a system-



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wide peak hour from the mid-day, a system-wide peak hour that occurred during the typical evening peak period was selected for the analysis. The system-wide peak hour is 4:00 to 5:00 PM.

Table 2 summarizes the individual intersection peak hours at the study intersections, the total entering volume (TEV) during the individual intersection peak hours, and the percent difference between the TEV during the individual intersection peak hours and the system-wide peak hour. As shown, where the percent difference is greater than five percent, the TEV is relatively low.

Table 2. Study Intersection Peak Hours

| Map ID | Intersection | Individual Intersection Peak Hour | Individual Intersection Peak Hour TEV | System-wide Peak Hour (4:00 to 5:00 PM) TEV | Percent Difference in TEV |
|--------|--|-----------------------------------|---------------------------------------|---|---------------------------|
| 1 | US 101/Heceta Beach Road | 1:45-2:45 PM | 1,055 | 953 | -10.7% |
| 2 | US 101/Munsel Lake Road | 12:15-1:15 PM | 1,195 | 1,073 | -11.4% |
| 3 | US 101/46 th Street | 12:00-1:00 PM | 1,441 | 1,172 | -23.0% |
| 4 | US 101/35 th Street | 12:00-1:00 PM | 1,933 | 1,571 | -23.0% |
| 5 | US 101/30 th Street | 12:00-1:00 PM | 1,716 | 1,448 | -18.5% |
| 6 | US 101/27 th Street | 12:30-1:30 PM | 1,774 | 1,528 | -16.1% |
| 7 | US 101/15 th Street | 12:15-1:15 PM | 1,936 | 1,629 | -18.8% |
| 8 | US 101/OR 126 | 12:15-1:15 PM | 2,444 | 2,010 | -21.6% |
| 9 | US 101/Rhododendron Drive | 12:30-1:30 PM | 1,644 | 1,335 | -23.1% |
| 10 | US 101/2 nd Street | 3:00-4:00 PM | 1,293 | 1,108 | -16.7% |
| 11 | OR 126/Quince Street | 2:15-3:15 PM | 1,106 | 947 | -16.8% |
| 12 | OR 126/Spruce Street | 2:15-3:15 PM | 1,092 | 945 | -15.6% |
| 13 | OR 126/North Fork Siuslaw Road | 2:15-3:15 PM | 814 | 666 | -22.2% |
| 14 | Rhododendron Drive/Heceta Beach Road | 3:45-4:45 PM | 290 | 278 | -4.3% |
| 15 | Rhododendron Drive/35 th Street | 11:30-12:30 PM | 566 | 427 | -32.6% |
| 16 | Rhododendron Drive/9 th Street | 12:30-1:30 PM | 393 | 279 | -40.9% |
| 17 | Kingwood Street/35 th Street | 11:45-12:45 PM | 648 | 503 | -28.8% |
| 18 | Kingwood Street/27 th Street | 2:45-3:45 PM | 344 | 269 | -27.9% |
| 19 | Kingwood Street/15 th Street | 4:15-5:15 PM | 337 | 325 | -3.7% |
| 20 | Kingwood Street/9 th Street | 12:30-1:30 PM | 602 | 513 | -17.3% |

SEASONAL ADJUSTMENT FACTOR

30th Hour Volumes (30 HV) for the Florence TSP update will be developed based on the traffic counts collected at the study intersections and the application of seasonal adjustment factors consistent with the methodologies identified in the APM. The APM identifies three methods for developing seasonal adjustment factors for highway traffic volumes. All three methods utilize information provided by Automatic Traffic Recorders (ATRs) located in select locations throughout the State Highway System that collect traffic data 24-hours a day, 365 days a year. Each method was evaluated to determine the most appropriate method for the study intersections. Based on these evaluations, the On-Site ATR Method was used to develop a



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seasonal adjustment factor for the study intersections on US 101 and the ATR Characteristic Table Method was used to develop a seasonal adjustment factor for the study intersections on OR 126. The results of the evaluations and proposed seasonal adjustment factors are summarized below.

On-Site ATR Method

The on-site ATR method is used when there is an ATR within or near the project area. The Florence ATR (#20-026) is located along US101, approximately 0.77 miles north of Heceta Beach Road. The ATR was installed in July 2010 and has traffic count data for the last 10 years. Based on data provided by the ATR, the peak month generally occurs in July. Table 3 summarizes the five most recent years of data available from the ATR for the peak month and compares it to the five most recent years of data available for the count month.

Table 3. Seasonal Adjustment Factor (On-Site ATR Method)

| Year | 2016 | 2017 | 2018 | 2019 | 2020 | Average | Seasonal Adjustment |
|----------------------------------|-------|------|------|-------|-------|---------|---------------------|
| Peak Month (July, August) | 139% | 143% | 143% | 136%* | 145%* | 142% | N/A |
| Count Month (June) | 120%* | 116% | 119% | 118% | 113%* | 118% | 1.20 |

* Indicates values that were discarded from the average as indicated in the APM.

The seasonal adjustment factor shown in Table 3 will be applied to the study intersections on US 101.

ATR Characteristic Table

The ATR Characteristic Table is an Excel spreadsheet that provides general information on ATRs in Oregon. The table is filtered from left to right to find ATRs that share similar characteristics with roadways in the study area. Based on information provided in the 2021 ATR Characteristics Table, one ATR was found that shares similar characteristics with OR126. The Noti ATR (#20-005) is located along a facility with a coastal destination seasonal trend in a rural area, it has two travel lanes with a weekend traffic trend, and the average annual daily traffic (AADT) at the ATR is within 10% of the AADT on OR 126. Additional information on this ATR is provided below.

The Noti ATR (#20-005) is located along OR 126, approximately 3.06 miles west of OR 200. The ATR was installed in November 1959 and has traffic count data for the last 61 years. Based on data provided by the ATR, the peak month generally occurs in July. Table 4 summarizes the five most recent years of data available from the ATR for the peak month and compares it to the five most recent years of data available for the count month.

Table 4. Seasonal Adjustment Factor (ATR Characteristic Table Method)

| Year | 2016 | 2017 | 2018 | 2019 | 2020 | Average | Seasonal Adjustment |
|----------------------------------|-------|------|-------|------|-------|---------|---------------------|
| Peak Month (July, August) | 124%* | 128% | 126% | 124% | 136%* | 126% | N/A |
| Count Month (June) | 114%* | 111% | 109%* | 111% | 110% | 111% | 1.14 |

*Indicates values that were discarded from the average as indicated in the APM.

The seasonal adjustment factor shown in Table 4 will be applied to the study intersections along OR126.



HISTORICAL GROWTH ADJUSTMENT

All traffic counts were conducted in 2021. Therefore, historical growth factors will be developed in accordance with the methodologies identified in the APM to adjust volumes to 2022. The methodology utilizes future volumes tables that are updated annually and based on long-term 20-year trends at traffic count sites on Oregon highways. Future volume trends are based on linear regression best-fit trends. The traffic volumes for the Florence ATR (#20-026) were selected due to the proximity to the study area. Based on the future volume tables the annual growth rate along US 101 is 1.45%. The annual growth rate will be applied to the study intersections to adjust counts to 2022.

COVID ADJUSTMENT

An additional adjustment factor of 6 percent will be applied to all the counts to account for changes in traffic volumes related to the COVID-19 pandemic. This adjustment factor was determined based on a review of historical traffic counts conducted along Rhododendron Drive and 35th Street. The counts, which were conducted in 2019, showed higher turning movement volumes at the intersections than the counts conducted in 2021, particularly to/from the minor street. The differences in the turning movement volumes ranged from 4.5 to 5.2 percent; however, based on discussion with the City and ODOT an adjustment factor of 6 percent was selected for the analysis.

FUTURE YEAR VOLUMES

Forecast traffic volumes will be developed for the study intersections in accordance with the Zonal Cumulative Analysis methodology described in the APM. This methodology is suggested when analyzing entire cities of up to 10,000 residents. This methodology combines growth in regional traffic volumes with growth in local traffic volumes associated with projected household and employment growth in the city. The traffic volume projection process includes three steps (trip generation, trip distribution, and trip assignment). The process accounts for the following four categories of vehicle trips:

1. *External-External (through trips)*: vehicles with an origin and destination outside the UGB. An example of an external-external trip is someone traveling from Reedsport to Newport through Florence.
2. *External-Internal (inbound trips)*: vehicles with an origin outside the UGB and a destination inside the UGB. An example of an external-internal trip is someone who works in Eugene but returns home to Florence.
3. *Internal-External (outbound trips)*: vehicles with an origin inside the UGB and a destination outside the UGB. An example of an internal-external trip is someone who works in Florence but returns home to Waldport.
4. *Internal-Internal (local trips)*: vehicles with an origin and destination inside the UGB. An example of an internal-internal trip is someone who travels from their home to the grocery store without leaving Florence.

Using these vehicle trip types, the basic steps for a zonal cumulative analysis are:

1. Identify the study area and divide into transportation analysis zones (TAZ).
2. Identify vacant lands, in-process developments, comprehensive plan allowed land uses/densities, and development rates using Census data and GIS data from the City.



3. Develop trip generation estimates for new residential, retail/commercial, office, and other uses by TAZ.
4. Determine the through trip percentages and E-E trips for the external station (external zone).
5. Determine the I-E and E-I trips at each external station (external zone).
6. Determine the trip distribution for the I-E and E-I trips for each internal TAZ.
7. Determine the trip distribution for I-I trips.
8. Calculate network link travel times.
9. Assign total trips to the network and the study intersections.

Traffic Analysis

This section documents the mobility standards and targets that will be used to evaluate the performance of the study intersections and to identify potential alternatives to address operational issues on ODOT and City facilities.

ODOT FACILITIES

ODOT uses volume-to-capacity (v/c) ratios to assess intersection operations. Table 6 of the Oregon Highway Plan (OHP – Reference 3) and Table 1200-1 of the Oregon Highway Design Manual (HDM – Reference 4) provide maximum v/c ratios for all signalized and unsignalized intersections located outside the Portland metropolitan area. The OHP ratios are used to evaluate existing and future no-build conditions, while the HDM ratios are used in the creation of future TSP alternatives which involve projects along state highways.¹ The following summarizes the factors that determine the OHP and HDM ratios at the ODOT-controlled intersections within the study area, which are located along US 101 and OR 126.

- US 101 is classified as a Statewide Highway within Florence. It is designated as an Urban Business Area (UBA) from 30th Street to OR 126, a Special Transportation Area (STA) from OR 126 to Bay Street, and a Freight Route from OR 126 to the south city limits. All study intersections on US 101 are located inside the Florence UGB, which is a non-MPO (metropolitan planning organization) area. US 101 has a posted speed limit of 55 miles per hour (mph) at Heceta Beach Road. It changes to 40 mph north of Munsel Lake Road, 35 mph north of 31st Street, 30 mph north of 22nd Street, and 40 mph north of Bay Street.
- OR 126 is classified as a Statewide Highway and it is a designated Freight Route within Florence. Two of the study intersections on OR 126 are located inside the Florence UGB and one is located further to the east. OR 126 has a posted speed limit of 35 mph at Quince Street and Spruce Street. It changes to 45 mph east of the city limits and 55 mph east of Xylo Street.

¹ The mobility targets in Table 6 of the OHP, or locally adopted Alternative Mobility Standards (AMSS) should be used as the baseline for Transportation Planning Rule (TPR) analyses consistent with Oregon Administrative Rule (OAR) 660-012-0060. The relevant mobility targets (or AMSS) should be met at the planning horizon, or projects mitigating a significant effect determination should be included in the TSP's financially constrained project list, for consistency with the OAR.



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Table 5 summarizes the v/c ratios that will be used to identify existing and projected future traffic conditions at the ODOT study intersections.

Table 5. ODOT Mobility Targets

| Map ID | Intersection | Traffic Control | OHP Mobility Target ² | HDM Standard |
|--------|--------------------------------|-----------------|----------------------------------|-------------------|
| 1 | US 101/Heceta Beach Road | TWSC | V/C = 0.80 / 0.90 | V/C = 0.70 / 0.75 |
| 2 | US 101/Munsel Lake Road | TWSC | V/C = 0.85 / 0.90 | V/C = 0.75 / 0.80 |
| 3 | US 101/46 th Street | TWSC | V/C = 0.85 / 0.90 | V/C = 0.75 / 0.80 |
| 4 | US 101/35 th Street | Signalized | V/C = 0.85 | V/C = 0.75 |
| 5 | US 101/30 th Street | TWSC | V/C = 0.90 / 0.95 | V/C = 0.75 / 0.80 |
| 6 | US 101/27 th Street | TWSC | V/C = 0.90 / 0.95 | V/C = 0.75 / 0.80 |
| 7 | US 101/15 th Street | TWSC | V/C = 0.90 / 0.95 | V/C = 0.75 / 0.80 |
| 8 | US 101/OR 126 | Signalized | V/C = 0.80 | V/C = 0.70 |
| 9 | US 101/Rhododendron Drive | Signalized | V/C = 0.90 | V/C = 0.85 |
| 10 | US 101/2 nd Street | TWSC | V/C = 0.90 / 1.0 | V/C = 0.85 / 0.95 |
| 11 | OR 126/Quince Street | TWSC | V/C = 0.85 / 0.95 | V/C = 0.70 / 0.80 |
| 12 | OR 126/Spruce Street | TWSC | V/C = 0.85 / 0.95 | V/C = 0.70 / 0.80 |
| 13 | OR 126/North Fork Siuslaw Road | TWSC | V/C = 0.70 / 0.75 | V/C = 0.60 / 0.70 |

1. TWSC = Two-way stop-control

2. State Highway V/C Ratio / Side-Street V/C Ratio

LOCAL FACILITIES

The City of Florence uses level of service (LOS) to assess intersection operations. Per the current Florence TSP, all signalized and unsignalized intersections should maintain LOS D operations at the minimum. Table 6 summarizes the City performance standards that will be used to evaluate existing and projected future traffic conditions at City study intersections.

Table 6. City Mobility Targets

| Map ID | Intersection | Traffic Control | Mobility Target |
|--------|--|-----------------|-----------------|
| 14 | Rhododendron Drive/35 th Street | TWSC | LOS D |
| 15 | Rhododendron Drive/9 th Street | TWSC | LOS D |
| 16 | Rhododendron Drive/Heceta Beach Road | TWSC | LOS D |
| 17 | Kingwood Street/35 th Street | TWSC | LOS D |
| 18 | Kingwood Street/27 th Street | TWSC | LOS D |
| 19 | Kingwood Street/15 th Street | TWSC | LOS D |
| 20 | Kingwood Street/9 th Street | TWSC | LOS D |

TWSC = two-way stop-control

Traffic operations at the study intersections will be evaluated based on the mobility standards and targets shown in Tables 5 and 6. Potential solutions will be identified and evaluated for the study intersections that are found to exceed ODOT's mobility target or the City's Performance Standard under existing and future traffic conditions.



Traffic Analysis Parameters

The bullets below identify the specific sources of data and methodologies proposed to conduct the operational analyses. Analyses of all state facilities will be conducted according to the APM, unless otherwise agreed upon by the City and ODOT.

1. *Intersection/Roadway Geometry* (lane numbers and arrangements, cross-section elements, signal phasing, etc.) will be collected through aerial photography and confirmed through a site visit. Available as-built data may also be used to verify existing roadway geometry. The analysis models will be built on scaled roadway line work from GIS or aerial photography.
2. *Operational Data* (such as posted speeds, intersection control, parking, transit stops, rail crossings, right-turn on red, etc.) will be collected through a site visit.
3. *Peak Hour Factors (PHF)* will be calculated for each intersection and applied to the existing conditions analyses. Default PHFs from the APM may be used for the future conditions analysis if they are greater than the existing PHFs. However, if the existing PHFs are greater than the default PHFs, then the existing PHFs will be applied.
 - o Since the federal functional classification of US 101 and OR 126 is principal arterial, the US 101/OR 126 intersection may use a PHF of 0.95 and all other intersections on US 101 and OR 126 may use a PHF of 0.92.
 - o Since the federal functional classification of all other major roadways in the city is collector, all other intersections may use a PHF of 0.85.
4. *Signal Timing Data* will be requested from ODOT for use in the existing conditions analysis. Signal parameters such as Flash Don't Walk, Walk, and Minimum Times will be retained in the forecast analysis with the signal splits optimized to better serve the future traffic volume patterns. Optimized signal cycle lengths may range between 60 and 120 seconds.
5. *Traffic Operations*
 - a. The methodologies identified in the Highway Capacity Manual, 6th Edition (HCM – Reference 5) will be used to analyze traffic operations at the study intersections.
 - b. Synchro 11 will be used to conduct the traffic operations analyses. Synchro 11 is a software tool designed to assist with operations analyses in accordance with HCM 6th methodologies. The analysis results will be reported for the overall intersection at signalized intersections and the critical movement at unsignalized intersections – overall intersection v/c ratios will be developed for the signalized intersections in accordance with the methodologies identified in the APM.
 - c. Synchro 11 will be used to conduct a queuing analysis at the signalized study intersections. The 95th percentile queue lengths will be reported for all separate left- and right-turn movements and compared to available striped storage lengths. The 95th percentile queue and storage lengths will be rounded to the nearest 25-feet. Microsimulation is not proposed as part of this long-range planning effort.

TRAFFIC ANALYSIS SOFTWARE AND INPUT ASSUMPTIONS

Synchro 11 will be used to evaluate intersection performance under the following conditions and assumptions detailed below in Table 7.



Table 7. Operations Parameters/Assumptions

| Arterial Intersection Parameters | Existing Conditions |
|---|---|
| Peak Hour Factor | From traffic counts |
| Conflicting Bikes and Pedestrian per Hour | From traffic counts, as available |
| Signal Timing Data | From ODOT or City of Florence |
| Ideal Saturation Flow Rate (for all movements) | 1,750 passenger cars per hour per lane |
| Lane Width | 12 feet unless field observations suggest otherwise |
| Percent Heavy Vehicles | From traffic counts by movement |
| Percent Grade | Estimated based on field observations |
| 95th percentile Vehicle Queues | Synchro summary output |

Crash Analysis

The five most recent years of complete crash data available will be obtained from ODOT's crash database and reviewed at the study intersections and along study area roadways consistent with the methodologies outlined in Chapter 4 of the APM. Currently, complete crash data is available for the period from January 1, 2016 through December 31, 2020. The crash data will be analyzed for number, type, severity, and location to identify potential crash patterns.

Crash rates and critical crash rates will be developed for the study intersections and roadway segments as applicable. Intersection crash rates will be compared to the 90th percentile crash rates in Table 4.1 of the APM and segment crash rates will be compared to Table II in the current ODOT State Highway Crash Rate Tables. In addition, ODOT's Safety Priority Index System (SPIS) will be reviewed to identify sites in the top 5% and 10%, as appropriate. Potential countermeasures (and resulting crash percentage reductions) will be taken from the All Roads Transportation Safety (ARTS) Crash Reduction Factors (CRF) listing, the CRF Appendix, or the Crash Modification Factor (CMF) Clearinghouse; CMFs from the Clearinghouse will be three stars or better.

Multimodal Analysis

The multimodal analysis will be performed in accordance with the methodologies identified in Chapter 14 of the APM and identify the needs associated with pedestrian, bicycle, and public transportation facilities and service. The pedestrian and bicycle analyses will follow the Pedestrian Level of Traffic Stress (PLTS) and Bicycle Level of Traffic Stress (BLTS) analysis methodologies outlined in the APM. Both PLTS and BLTS methods group facilities into four different stress levels for segments, intersection approaches, and intersection crossings. Facilities with an LTS 1 rating have little to no traffic stress, require less attention, and are suitable for all users. Facilities with an LTS 2 rating have little traffic stress, but require more attention and therefore, may or may not be suitable for small children. Facilities with an LTS 3 rating have moderate traffic stress and are suitable for adults. Facilities with an LTS 4 rating have high traffic stress and are only suitable for able-bodied adults with limited options. The transit analysis will follow the qualitative multimodal assessment (QMA) methodology outlined in the APM. Transit QMA provides a qualitative "good", "fair", "poor" rating for transit service based on hours of service, service frequency, and service coverage.



References

1. Oregon Department of Transportation. *Transportation System Plan Guidelines*, 2018.
2. Oregon Department of Transportation. *Analysis Procedures Manual*, 2018.
3. Oregon Department of Transportation. *Oregon Highway Plan*, 2015.
4. Oregon Department of Transportation. *Highway Design Manual*, 2023.
5. Transportation Research Board. *Highway Capacity Manual*, 6th Edition, 2016.

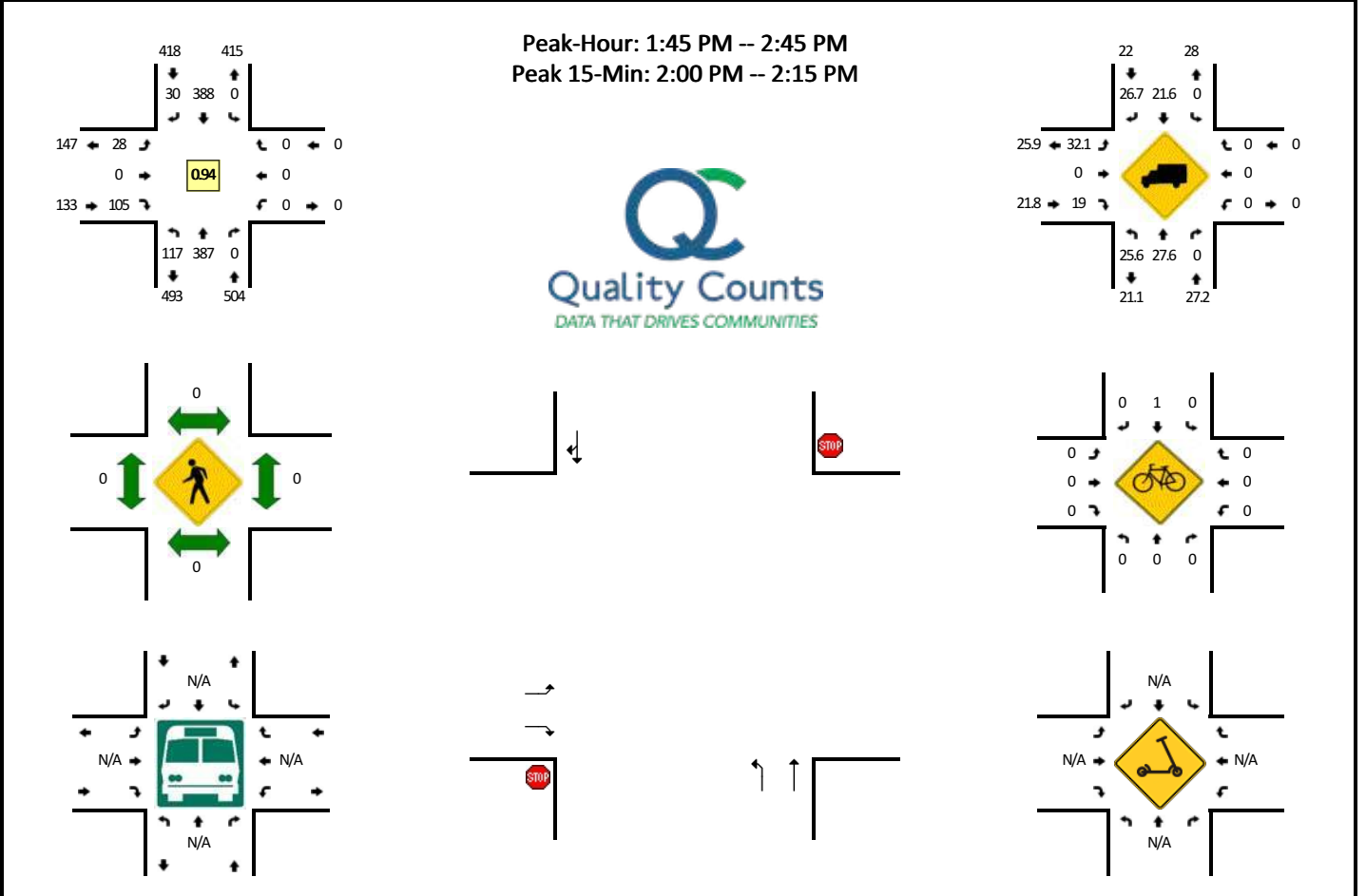
Attachments

- A. Traffic Counts – the traffic counts that will be used to evaluate traffic operations for the Florence TSP update were conducted by ODOT and post-processed by Quality Counts. The traffic count worksheets included in Attachment A summarize the traffic counts information. The images in the worksheets reflect the system-wide peak hour (12:15 to 1:15 PM) and include (from top to bottom and left to right) the total of number of motor vehicles, heavy vehicle percentages, pedestrians, bicyclists, buses, and scooters that entered the study intersections during the peak hour. The Tabular summaries in the worksheets include all motor vehicle movements during the count period, as well as all movements during the peak 15-minutes of traffic at the intersection. The peak 15-minute flow rates are multiplied by four to extrapolate the effect of the peak 15 minutes over the whole hour.

ATTACHMENT A: TRAFFIC COUNTS

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

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



| 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 | 0 | 2 | 0 | 0 | 0 | 0 | 20 | |
| 6:15 AM | 5 | 9 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 36 | |
| 6:30 AM | 3 | 11 | 0 | 0 | 0 | 20 | 1 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 45 | |
| 6:45 AM | 4 | 20 | 0 | 0 | 0 | 33 | 2 | 0 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 70 | 171 |
| 7:00 AM | 8 | 17 | 0 | 0 | 0 | 30 | 1 | 0 | 0 | 2 | 0 | 14 | 0 | 0 | 0 | 0 | 72 | 223 |
| 7:15 AM | 13 | 27 | 0 | 0 | 0 | 45 | 5 | 0 | 0 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 108 | 295 |
| 7:30 AM | 11 | 34 | 0 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 114 | 364 |
| 7:45 AM | 11 | 43 | 0 | 0 | 0 | 80 | 2 | 0 | 0 | 3 | 0 | 19 | 0 | 0 | 0 | 0 | 158 | 452 |
| 8:00 AM | 10 | 40 | 0 | 0 | 0 | 64 | 1 | 0 | 0 | 1 | 0 | 19 | 0 | 0 | 0 | 0 | 135 | 515 |
| 8:15 AM | 14 | 43 | 0 | 0 | 0 | 58 | 1 | 0 | 0 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 133 | 540 |
| 8:30 AM | 11 | 59 | 0 | 0 | 0 | 69 | 2 | 0 | 0 | 2 | 0 | 17 | 0 | 0 | 0 | 0 | 160 | 586 |
| 8:45 AM | 17 | 36 | 0 | 0 | 0 | 56 | 5 | 0 | 0 | 6 | 0 | 24 | 0 | 0 | 0 | 0 | 144 | 572 |
| 9:00 AM | 17 | 50 | 0 | 0 | 0 | 58 | 2 | 0 | 0 | 6 | 0 | 16 | 0 | 0 | 0 | 0 | 149 | 586 |
| 9:15 AM | 12 | 57 | 0 | 0 | 0 | 70 | 1 | 0 | 0 | 11 | 0 | 19 | 0 | 0 | 0 | 0 | 170 | 623 |
| 9:30 AM | 13 | 57 | 0 | 0 | 0 | 81 | 5 | 0 | 0 | 7 | 0 | 28 | 0 | 0 | 0 | 0 | 191 | 654 |
| 9:45 AM | 24 | 73 | 0 | 0 | 0 | 74 | 3 | 0 | 0 | 5 | 0 | 26 | 0 | 0 | 0 | 0 | 205 | 715 |
| 10:00 AM | 14 | 54 | 0 | 0 | 0 | 58 | 3 | 0 | 0 | 2 | 0 | 19 | 0 | 0 | 0 | 0 | 150 | 716 |
| 10:15 AM | 23 | 73 | 0 | 0 | 0 | 81 | 3 | 0 | 0 | 7 | 0 | 29 | 0 | 0 | 0 | 0 | 216 | 762 |
| 10:30 AM | 20 | 68 | 0 | 0 | 0 | 51 | 2 | 0 | 0 | 1 | 0 | 30 | 0 | 0 | 0 | 0 | 172 | 743 |
| 10:45 AM | 19 | 75 | 0 | 0 | 0 | 93 | 9 | 0 | 0 | 11 | 0 | 30 | 0 | 0 | 0 | 0 | 237 | 775 |
| 11:00 AM | 26 | 89 | 0 | 0 | 0 | 88 | 6 | 0 | 0 | 11 | 0 | 27 | 0 | 0 | 0 | 0 | 247 | 872 |
| 11:15 AM | 19 | 92 | 0 | 0 | 0 | 93 | 4 | 0 | 0 | 3 | 0 | 42 | 0 | 0 | 0 | 0 | 253 | 909 |
| 11:30 AM | 21 | 90 | 0 | 0 | 0 | 94 | 6 | 0 | 0 | 8 | 0 | 26 | 0 | 0 | 0 | 0 | 245 | 982 |
| 11:45 AM | 24 | 81 | 0 | 0 | 0 | 110 | 4 | 0 | 0 | 7 | 0 | 24 | 0 | 0 | 0 | 0 | 250 | 995 |
| 12:00 PM | 24 | 90 | 0 | 0 | 0 | 72 | 4 | 0 | 0 | 12 | 0 | 37 | 0 | 0 | 0 | 0 | 239 | 987 |
| 12:15 PM | 29 | 92 | 0 | 0 | 0 | 90 | 8 | 0 | 0 | 7 | 0 | 20 | 0 | 0 | 0 | 0 | 246 | 980 |
| 12:30 PM | 25 | 97 | 0 | 0 | 0 | 97 | 11 | 0 | 0 | 2 | 0 | 29 | 0 | 0 | 0 | 0 | 261 | 996 |
| 12:45 PM | 35 | 91 | 0 | 0 | 0 | 94 | 9 | 0 | 0 | 12 | 0 | 33 | 0 | 0 | 0 | 0 | 274 | 1020 |
| 1:00 PM | 40 | 84 | 0 | 0 | 0 | 89 | 7 | 0 | 0 | 3 | 0 | 23 | 0 | 0 | 0 | 0 | 246 | 1027 |
| 1:15 PM | 29 | 81 | 0 | 0 | 0 | 82 | 3 | 0 | 0 | 9 | 0 | 25 | 0 | 0 | 0 | 0 | 229 | 1010 |
| 1:30 PM | 29 | 98 | 0 | 0 | 0 | 82 | 8 | 0 | 0 | 9 | 0 | 32 | 0 | 0 | 0 | 0 | 258 | 1007 |
| 1:45 PM | 21 | 96 | 0 | 0 | 0 | 91 | 1 | 0 | 0 | 10 | 0 | 33 | 0 | 0 | 0 | 0 | 252 | 985 |
| 2:00 PM | 30 | 103 | 0 | 0 | 0 | 104 | 11 | 0 | 0 | 6 | 0 | 27 | 0 | 0 | 0 | 0 | 281 | 1020 |
| 2:15 PM | 25 | 103 | 0 | 0 | 0 | 92 | 8 | 0 | 0 | 11 | 0 | 24 | 0 | 0 | 0 | 0 | 263 | 1054 |
| 2:30 PM | 41 | 85 | 0 | 0 | 0 | 101 | 10 | 0 | 0 | 1 | 0 | 21 | 0 | 0 | 0 | 0 | 259 | 1055 |
| 2:45 PM | 29 | 93 | 0 | 0 | 0 | 79 | 4 | 0 | 0 | 10 | 0 | 23 | 0 | 0 | 0 | 0 | 238 | 1041 |
| 3:00 PM | 23 | 102 | 0 | 0 | 0 | 76 | 5 | 0 | 0 | 11 | 0 | 29 | 0 | 0 | 0 | 0 | 246 | 1006 |
| 3:15 PM | 22 | 92 | 0 | 0 | 0 | 79 | 7 | 0 | 0 | 2 | 0 | 21 | 0 | 0 | 0 | 0 | 223 | 966 |

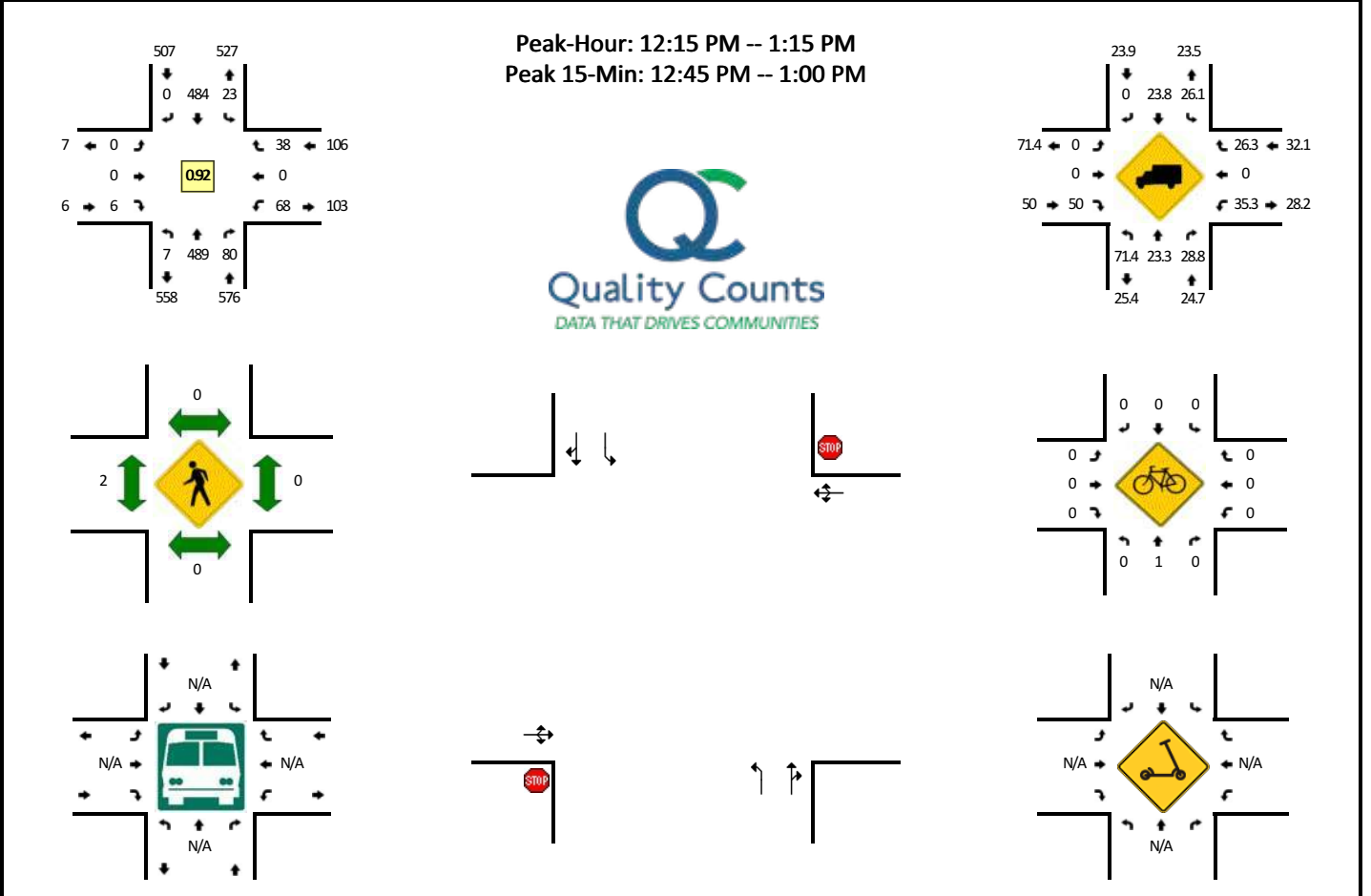
| 15-Min Count Period Beginning At | US 101 (Northbound) | | | | US 101 (Southbound) | | | | Heceta Beach Rd (Eastbound) | | | | Heceta Beach Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------|------|-------|---|---------------------|------|-------|---|-----------------------------|------|-------|---|-----------------------------|------|-------|---|-------|---------------|
| | 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 | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

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

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

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

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



| 15-Min Count Period Beginning At | US 101 (Northbound) | | | | US 101 (Southbound) | | | | Munsell Lake Rd (Eastbound) | | | | Munsell 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 | 0 | 1 | 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 | 0 | 1 | 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 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

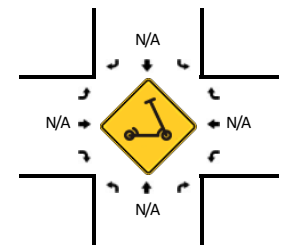
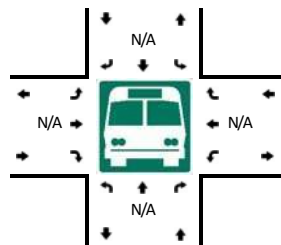
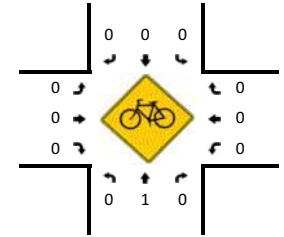
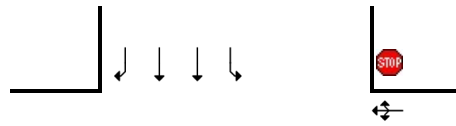
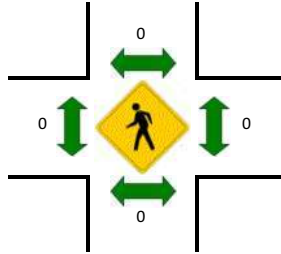
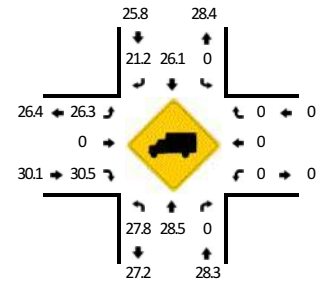
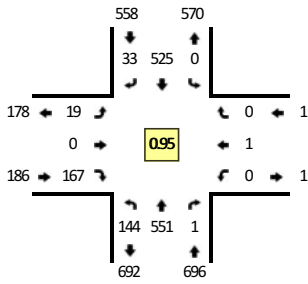
Report generated on 7/24/2022 12:23 AM

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

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



| 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 | 0 | 4 | 0 | 0 | 0 | 0 | 59 | |
| 6:45 AM | 4 | 27 | 0 | 0 | 0 | 42 | 3 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 81 | 213 |
| 7:00 AM | 8 | 34 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 7 | 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 | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scooters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

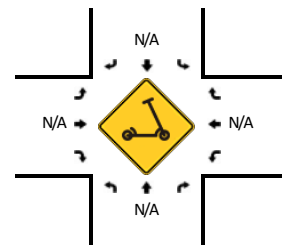
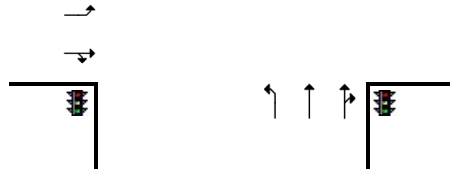
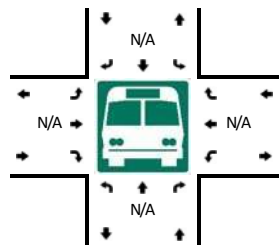
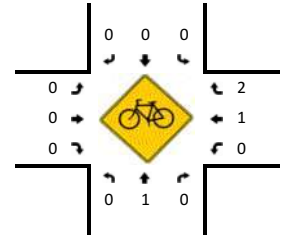
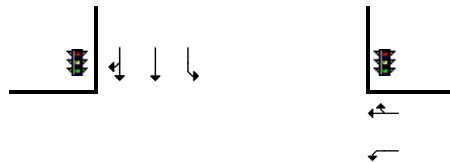
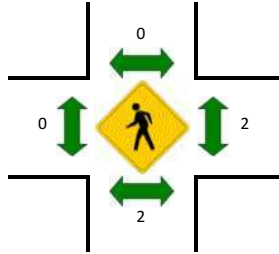
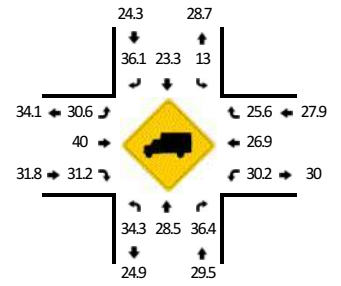
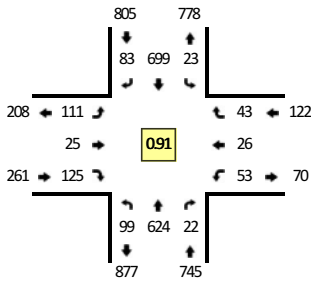
Report generated on 7/24/2022 12:23 AM

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

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



| 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 | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

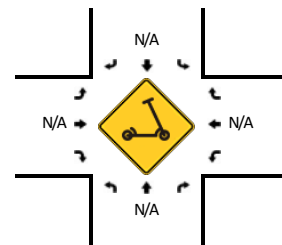
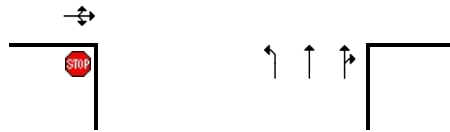
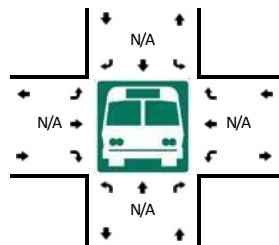
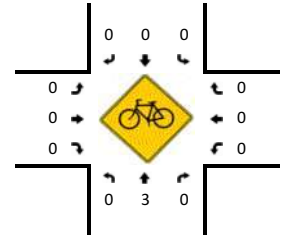
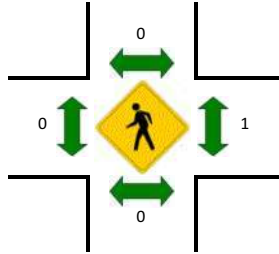
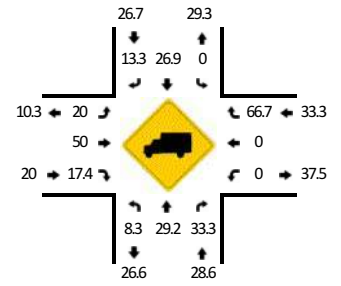
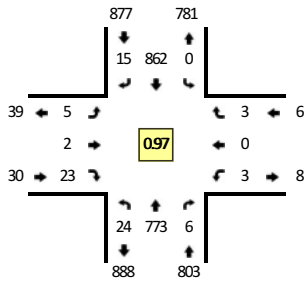
Report generated on 7/24/2022 12:23 AM

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

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



| 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 | 0 | 2 | 0 | 1 | 0 | 1 | 80 | |
| 6:45 AM | 1 | 41 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 109 | 288 |
| 7:00 AM | 3 | 48 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 113 | 356 |
| 7:15 AM | 3 | 53 | 0 | 0 | 0 | 63 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 124 | 426 |
| 7:30 AM | 4 | 73 | 1 | 0 | 2 | 93 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 179 | 525 |
| 7:45 AM | 3 | 107 | 0 | 0 | 0 | 111 | 4 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 231 | 647 |
| 8:00 AM | 23 | 87 | 0 | 0 | 0 | 125 | 7 | 0 | 1 | 2 | 6 | 0 | 0 | 0 | 1 | 1 | 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 | | |
| 3:45 PM | 1 | 172 | 0 | 0 | 1 | 164 | 1 | 0 | 0 | 0 | 10 | 0 | 1 | 0 | 1 | 0 | | |
| 4:00 PM | 1 | 193 | 0 | 0 | 0 | 192 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | | |
| 4:15 PM | 7 | 170 | 3 | 0 | 0 | 167 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | | |
| 4:30 PM | 10 | 166 | 1 | 0 | 0 | 174 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | | |
| 4:45 PM | 7 | 169 | 0 | 0 | 0 | 152 | 0 | 0 | 2 | 2 | 3 | 0 | 2 | 0 | 2 | 0 | | |
| 5:00 PM | 6 | 175 | 2 | 0 | 1 | 153 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | | |
| 5:15 PM | 3 | 147 | 2 | 0 | 0 | 131 | 2 | 0 | 1 | 0 | 5 | 0 | 1 | 0 | 1 | 0 | | |
| 5:30 PM | 4 | 138 | 2 | 0 | 0 | 138 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | | |
| 5:45 PM | 4 | 136 | 2 | 0 | 0 | 119 | 2 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | | |
| 6:00 PM | 2 | 117 | 0 | 0 | 1 | 117 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | | |
| 6:15 PM | 1 | 99 | 0 | 0 | 0 | 99 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | | |
| 6:30 PM | 3 | 135 | 0 | 0 | 0 | 91 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | |
| 6:45 PM | 1 | 88 | 1 | 0 | 0 | 95 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | | |
| 7:00 PM | 2 | 76 | 1 | 0 | 0 | 81 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | | |
| 7:15 PM | 3 | 83 | 0 | 0 | 0 | 75 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | | |
| 7:30 PM | 3 | 70 | 0 | 0 | 0 | 71 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | | |
| 7:45 PM | 0 | 56 | 0 | 0 | 0 | 77 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | |
| 8:00 PM | 1 | 60 | 1 | 0 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 8:15 PM | 1 | 57 | 1 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | |
| 8:30 PM | 0 | 46 | 1 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | | |
| 8:45 PM | 2 | 61 | 1 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 9:00 PM | 2 | 47 | 1 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 9:15 PM | 0 | 36 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | |
| 9:30 PM | 2 | 34 | 1 | 0 | 0 | 26 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 9:45 PM | 2 | 35 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | | |
| 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 | | |
| Heavy Trucks | 0 | 196 | 4 | | 0 | 236 | 4 | | 0 | 0 | 4 | | 0 | 0 | 8 | | | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 4 | | | | |
| Bicycles | 0 | 8 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

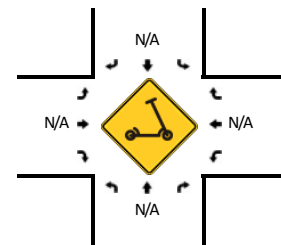
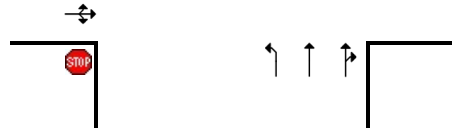
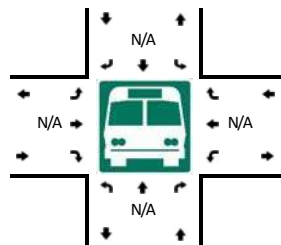
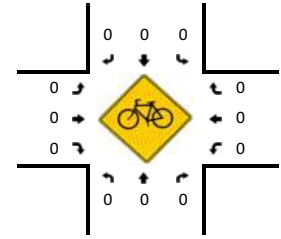
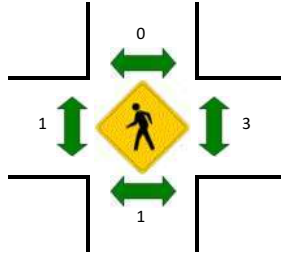
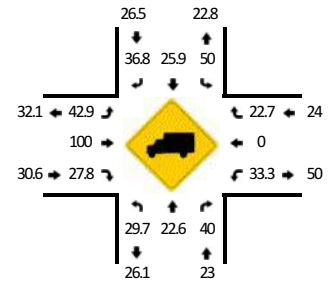
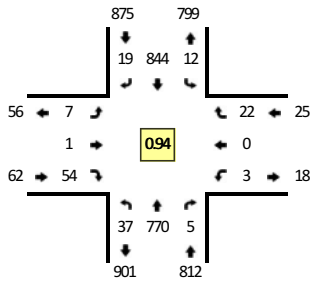
Report generated on 7/24/2022 12:23 AM

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

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



| 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 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

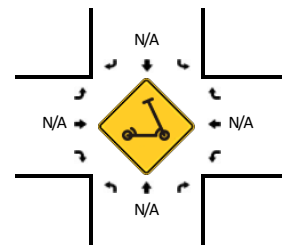
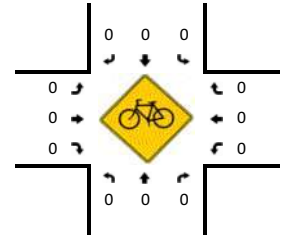
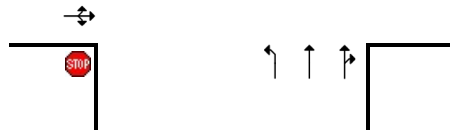
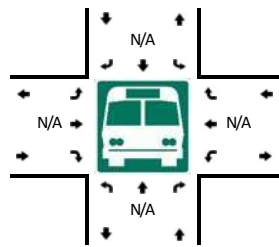
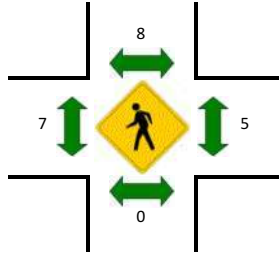
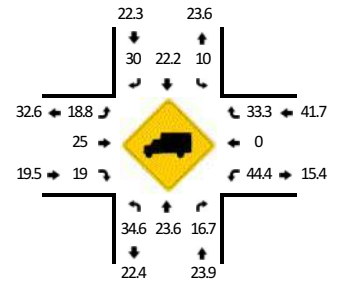
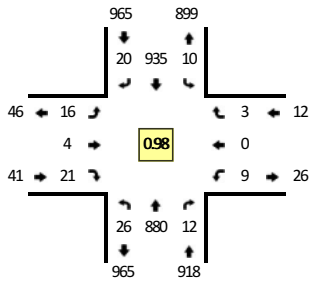
Report generated on 7/24/2022 12:23 AM

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

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



| 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 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

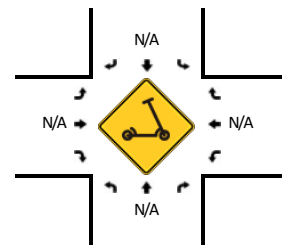
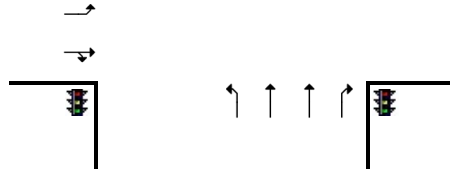
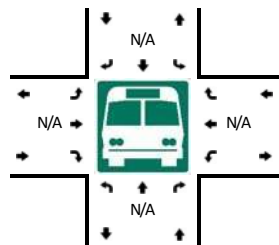
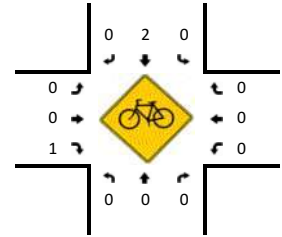
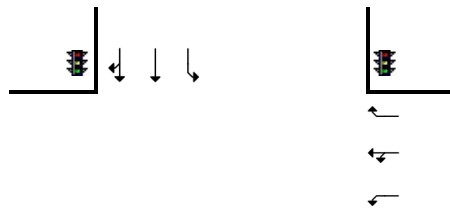
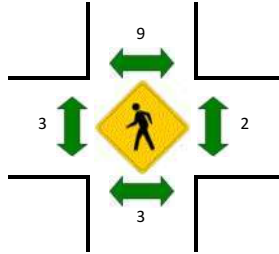
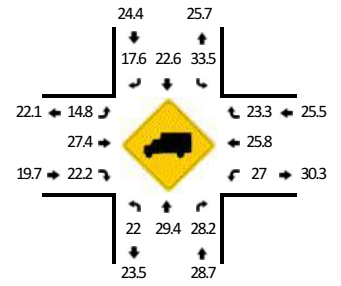
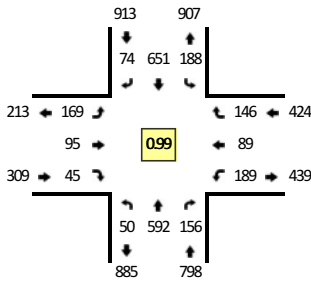
Report generated on 7/24/2022 12:23 AM

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

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 |

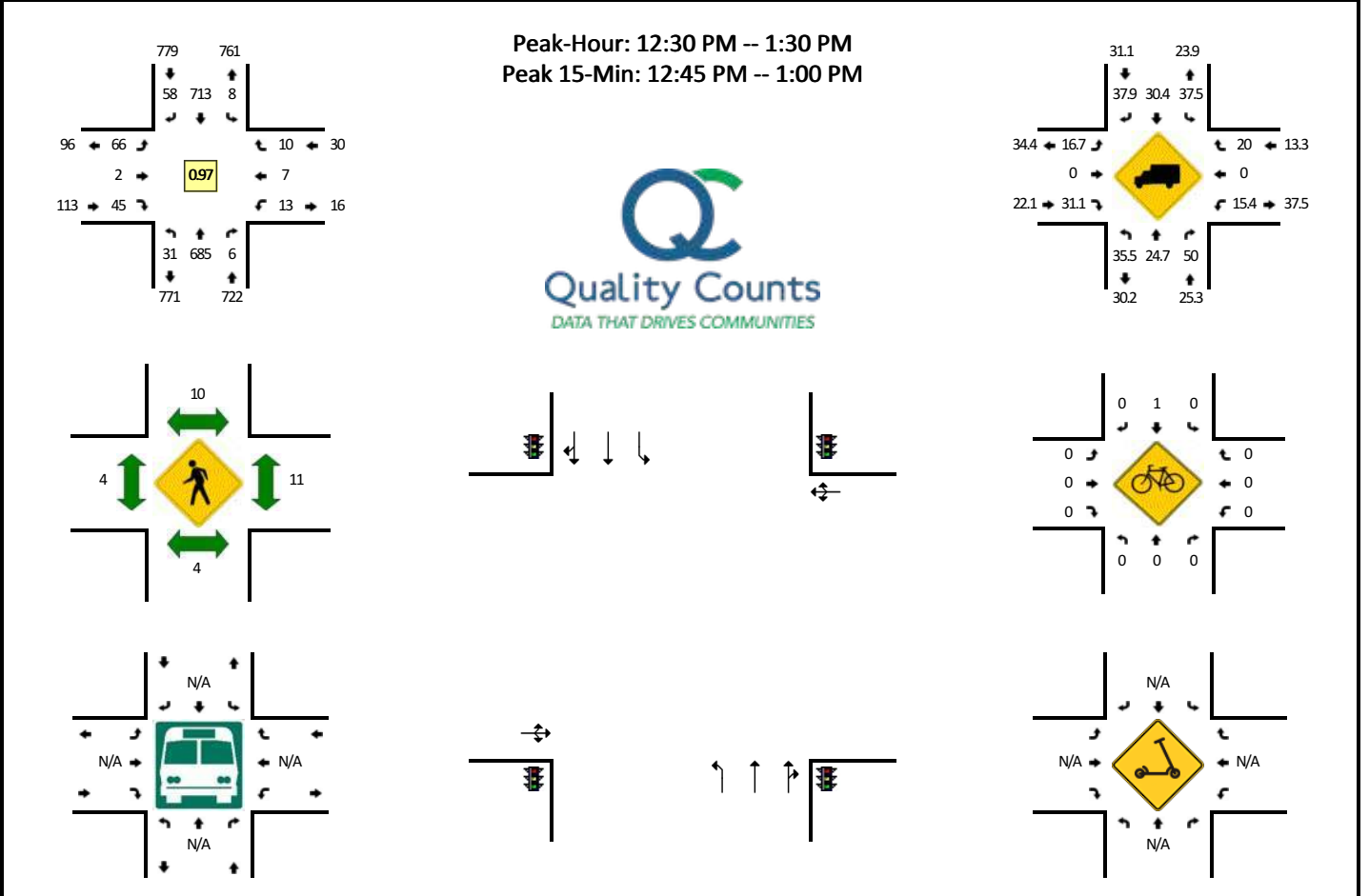
| 15-Min Count Period Beginning At | US 101 (Northbound) | | | | US 101 (Southbound) | | | | OR 126 (Eastbound) | | | | OR 126 (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------|------|-------|---|---------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | 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 | | | | | | 16 | | | | 0 | | | | 4 | | | 20 | |
| Pedestrians | | 0 | | | | | | | | 0 | | | | | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scooters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

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

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

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

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



| 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 |

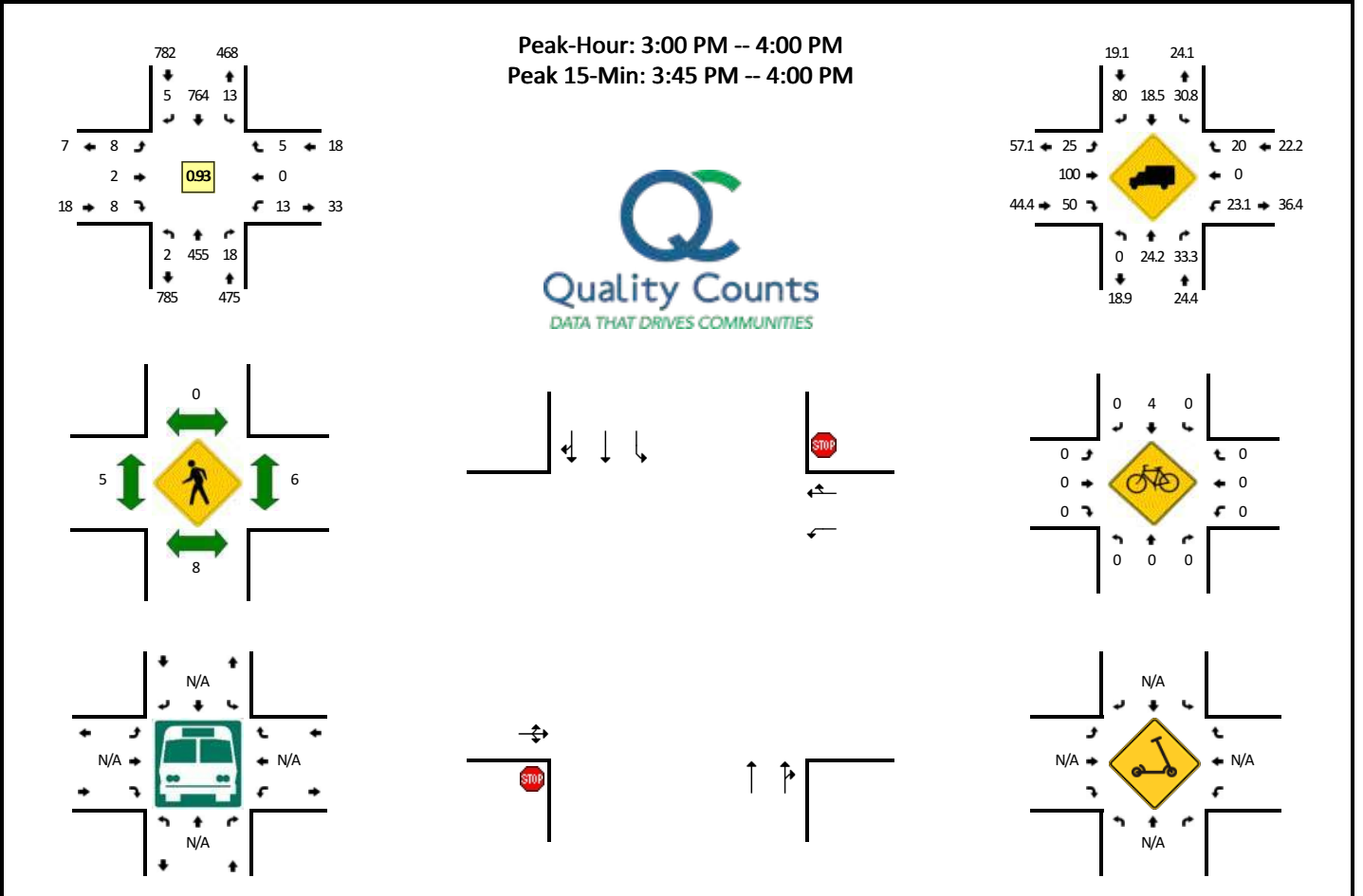
| 15-Min Count Period Beginning At | US 101 (Northbound) | | | | US 101 (Southbound) | | | | Rhododendron Dr (Eastbound) | | | | Rhododendron Dr (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------|------|-------|---|---------------------|------|-------|---|-----------------------------|------|-------|---|-----------------------------|------|-------|---|-------|---------------|
| | 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 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

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

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

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

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



| 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 |

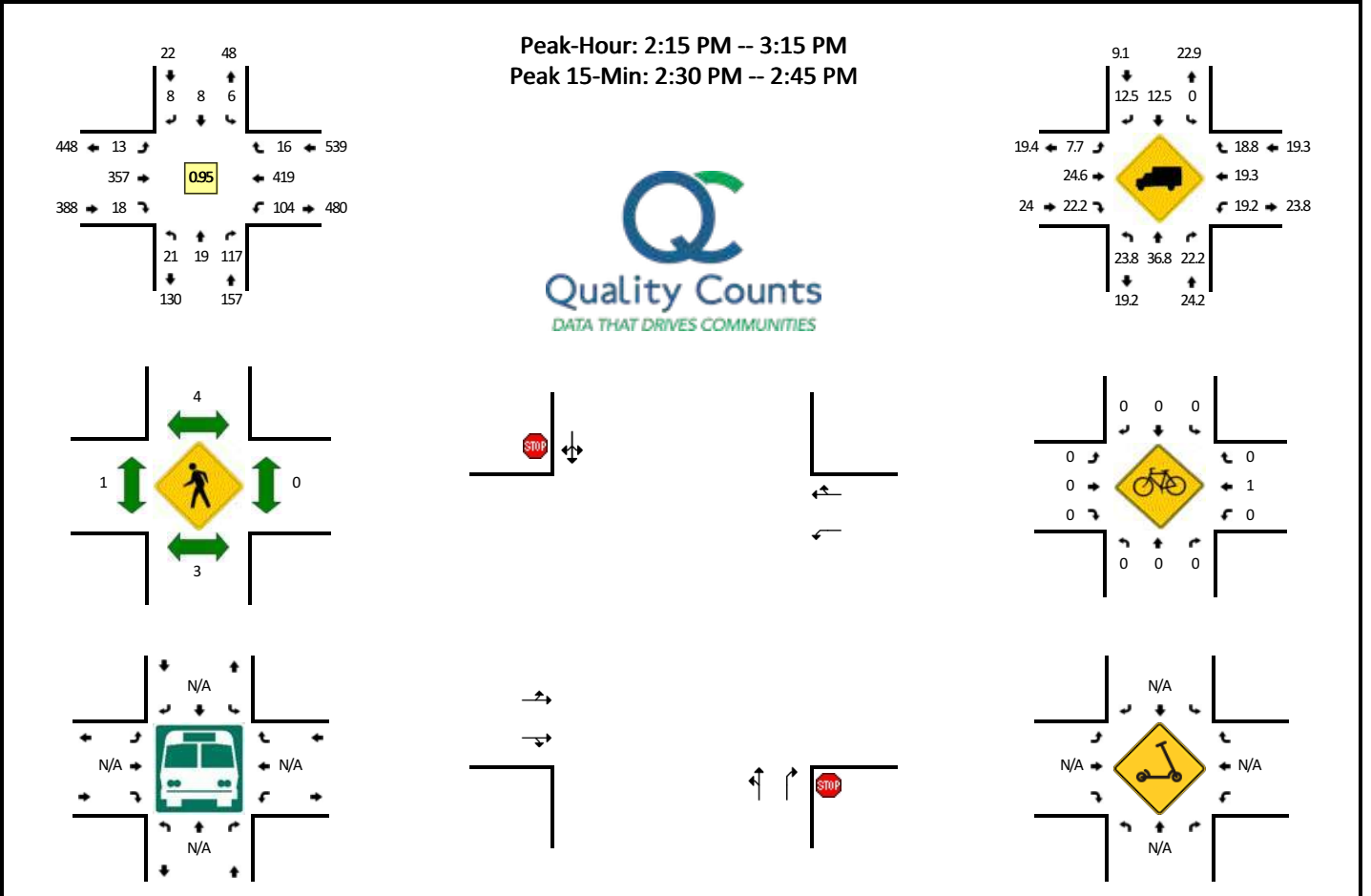
| 15-Min Count Period Beginning At | US 101 (Northbound) | | | | US 101 (Southbound) | | | | 2nd St (Eastbound) | | | | 2nd St (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------|------|-------|---|---------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | 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 | | 0 | | | | 0 | | | | 8 | | | | 0 | | | 8 | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | 0 | | | 0 | 0 | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scooters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

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

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

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

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



| 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 | | 12 | | | | 0 | | | | 0 | | | | 0 | | | 12 | |
| Pedestrians | | | | | | | | | | | | | | | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

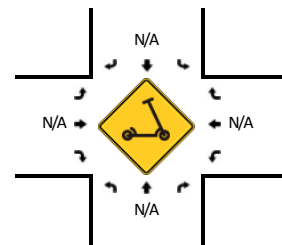
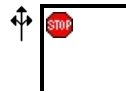
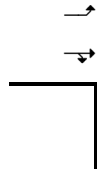
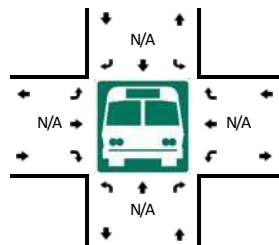
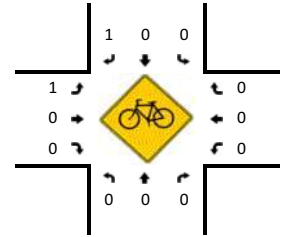
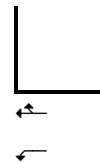
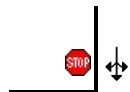
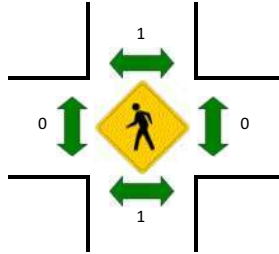
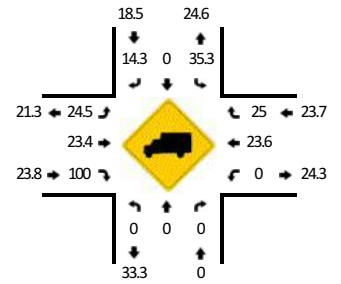
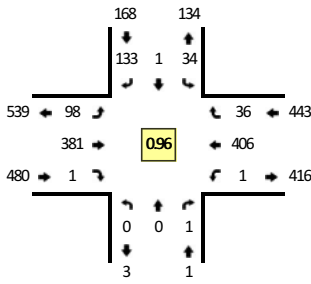
Report generated on 7/24/2022 12:23 AM

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

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



| 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 | 0 | 12 | 0 | 16 | 0 | 20 | 92 | 0 | 0 | 0 | 108 | 12 | 0 | 260 | |
| Buses | | 4 | | | | 4 | | | | 0 | | | | 0 | | | 8 | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 8 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 4 | | 4 | 0 | 0 | | 0 | 0 | 0 | | 8 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

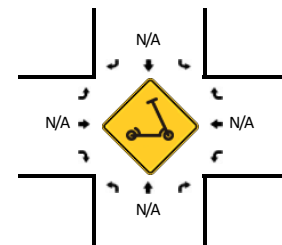
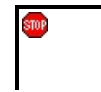
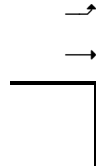
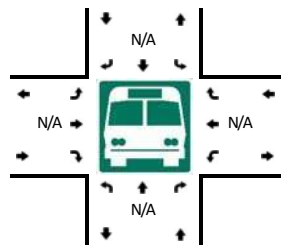
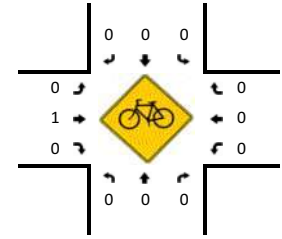
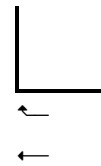
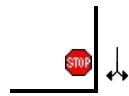
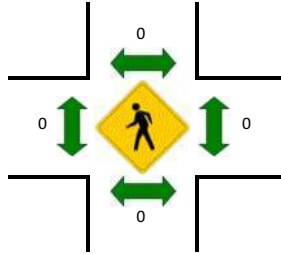
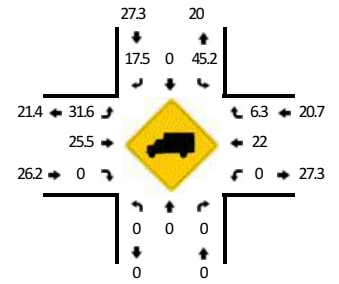
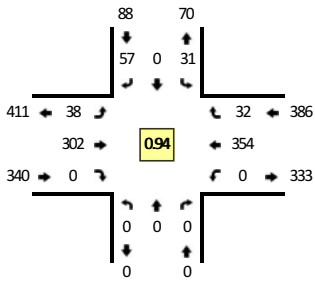
Report generated on 7/24/2022 12:23 AM

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

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



| 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 | 0 | 16 | 0 | 16 | 0 | 24 | 64 | 0 | 0 | 0 | 84 | 0 | 0 | 204 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 4 | 0 | | 0 | 0 | 0 | | 4 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

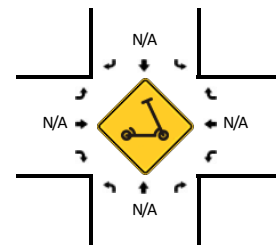
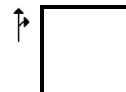
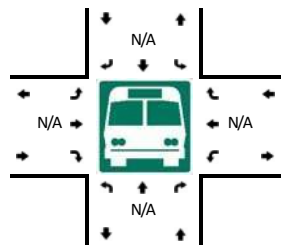
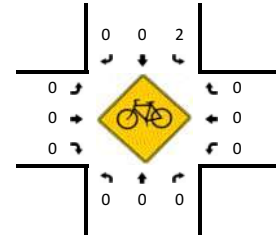
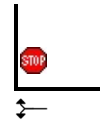
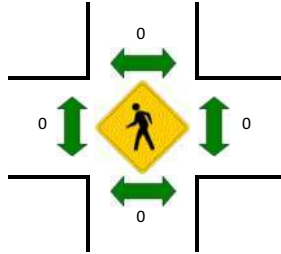
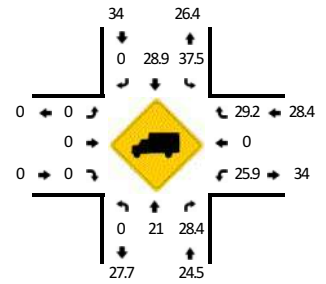
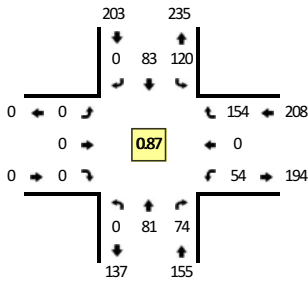
Report generated on 7/24/2022 12:24 AM

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

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



| 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 |

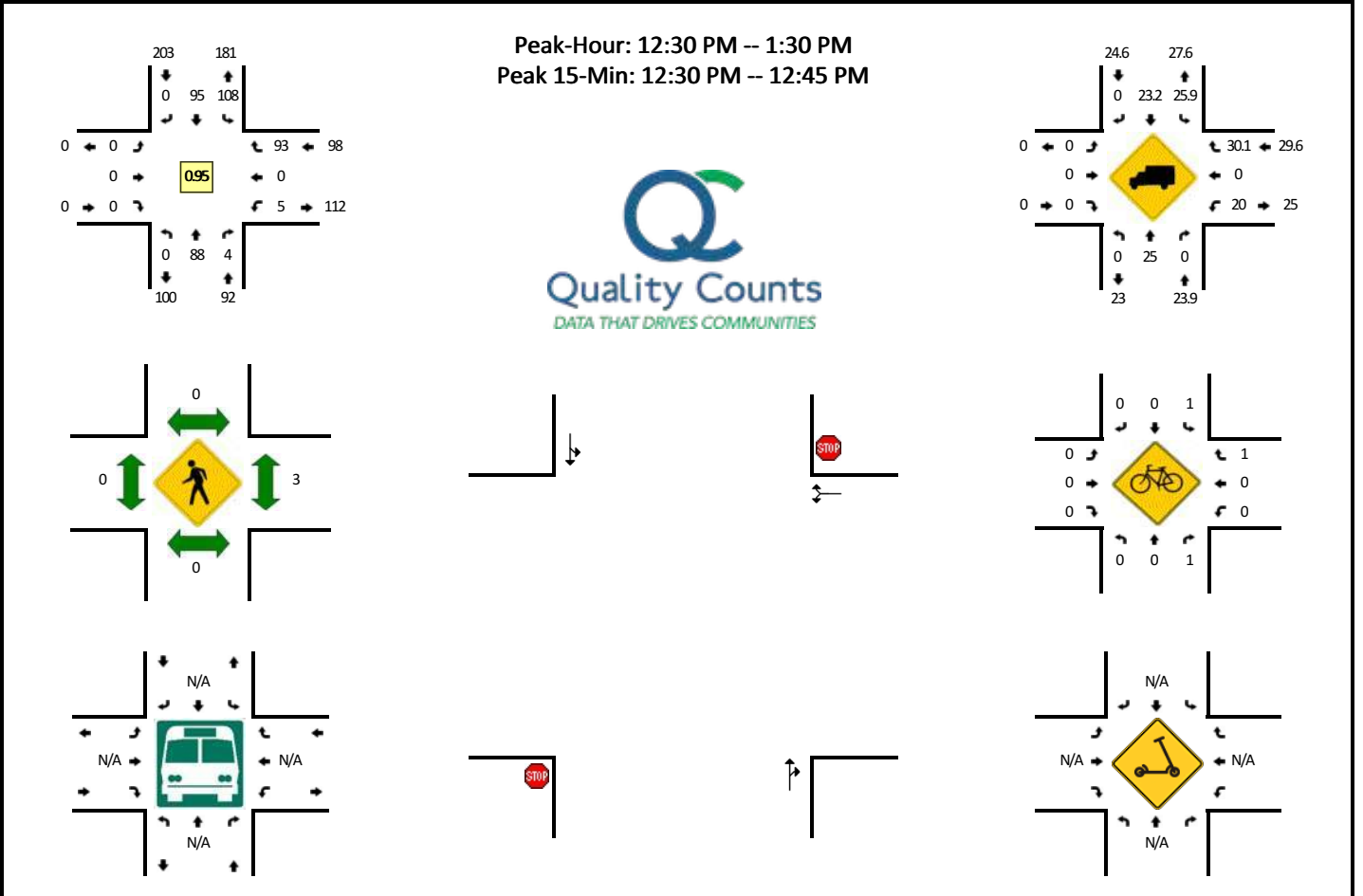
| 15-Min Count Period Beginning At | Rhododendron Dr (Northbound) | | | | Rhododendron Dr (Southbound) | | | | 35th St (Eastbound) | | | | 35th St (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|------------------------------|------|-------|---|------------------------------|------|-------|---|---------------------|------|-------|---|---------------------|------|-------|---|-------|---------------|
| | 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 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

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

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

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

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



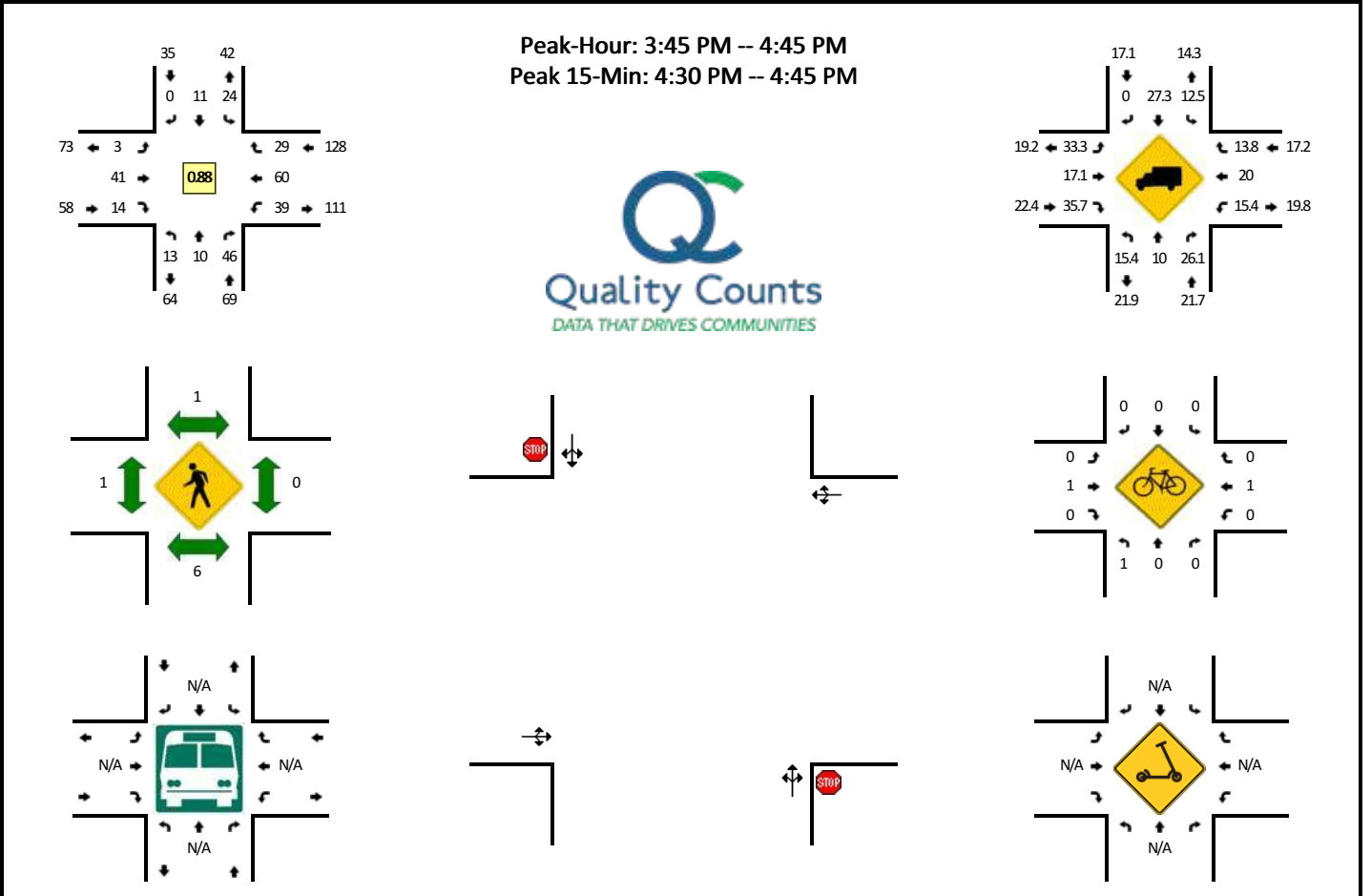
| 15-Min Count Period Beginning At | Rhododendron Dr (Northbound) | | | | Rhododendron Dr (Southbound) | | | | 9th St (Eastbound) | | | | 9th St (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|------------------------------|------|-------|---|------------------------------|------|-------|---|--------------------|------|-------|---|--------------------|------|-------|---|-------|---------------|
| | 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 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

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

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



| 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 | 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 | 0 | 1 | 2 | 0 | 2 | 3 | 0 | 0 | 13 | |
| 7:00 AM | 0 | 1 | 6 | 0 | 4 | 0 | 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 | 0 | 2 | 0 | 0 | 3 | 9 | 3 | 0 | 24 | 58 |
| 7:30 AM | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 4 | 3 | 1 | 0 | 20 | 73 |
| 7:45 AM | 5 | 0 | 4 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 6 | 6 | 1 | 0 | 39 | 99 |
| 8:00 AM | 2 | 1 | 4 | 0 | 1 | 0 | 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 | 0 | 5 | 3 | 0 | 2 | 4 | 4 | 0 | 31 | 117 |
| 8:30 AM | 1 | 2 | 6 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 3 | 3 | 1 | 0 | 32 | 129 |
| 8:45 AM | 2 | 2 | 6 | 0 | 2 | 2 | 1 | 0 | 0 | 1 | 5 | 1 | 0 | 5 | 4 | 1 | 0 | 32 | 122 |
| 9:00 AM | 1 | 2 | 5 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 4 | 7 | 2 | 0 | 32 | 127 |
| 9:15 AM | 4 | 2 | 11 | 0 | 3 | 0 | 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 | 0 | 10 | 2 | 0 | 2 | 6 | 3 | 0 | 43 | 150 |
| 9:45 AM | 0 | 4 | 8 | 0 | 7 | 4 | 0 | 0 | 0 | 1 | 9 | 2 | 0 | 9 | 6 | 3 | 0 | 53 | 171 |
| 10:00 AM | 5 | 1 | 12 | 0 | 5 | 1 | 1 | 0 | 0 | 2 | 6 | 0 | 0 | 6 | 6 | 4 | 0 | 49 | 188 |
| 10:15 AM | 7 | 3 | 10 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 15 | 6 | 0 | 5 | 11 | 3 | 0 | 68 | 213 |
| 10:30 AM | 3 | 0 | 7 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 7 | 9 | 1 | 0 | 50 | 220 |
| 10:45 AM | 1 | 7 | 8 | 0 | 7 | 6 | 0 | 0 | 0 | 0 | 11 | 4 | 0 | 5 | 8 | 6 | 0 | 63 | 230 |
| 11:00 AM | 4 | 1 | 7 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 15 | 5 | 0 | 6 | 5 | 5 | 0 | 60 | 241 |
| 11:15 AM | 4 | 1 | 14 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 10 | 4 | 0 | 8 | 9 | 9 | 0 | 69 | 242 |
| 11:30 AM | 0 | 5 | 10 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 7 | 5 | 0 | 11 | 7 | 2 | 0 | 51 | 243 |
| 11:45 AM | 5 | 3 | 15 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 12 | 5 | 0 | 8 | 11 | 4 | 0 | 68 | 248 |
| 12:00 PM | 5 | 3 | 17 | 0 | 11 | 3 | 0 | 0 | 0 | 1 | 13 | 3 | 0 | 11 | 7 | 2 | 0 | 76 | 264 |
| 12:15 PM | 2 | 2 | 9 | 0 | 4 | 4 | 0 | 0 | 0 | 1 | 7 | 1 | 0 | 11 | 9 | 5 | 0 | 55 | 250 |
| 12:30 PM | 3 | 3 | 13 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 10 | 11 | 4 | 0 | 61 | 260 |
| 12:45 PM | 3 | 2 | 17 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 7 | 4 | 0 | 10 | 17 | 4 | 0 | 71 | 263 |
| 1:00 PM | 5 | 1 | 5 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 15 | 10 | 4 | 0 | 58 | 245 |
| 1:15 PM | 2 | 2 | 6 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 12 | 1 | 0 | 10 | 10 | 6 | 0 | 57 | 247 |
| 1:30 PM | 6 | 2 | 12 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 19 | 5 | 0 | 10 | 17 | 9 | 0 | 89 | 275 |
| 1:45 PM | 5 | 1 | 13 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 2 | 6 | 3 | 0 | 51 | 255 |
| 2:00 PM | 0 | 2 | 8 | 0 | 6 | 3 | 1 | 0 | 0 | 0 | 9 | 3 | 0 | 15 | 5 | 3 | 0 | 55 | 252 |
| 2:15 PM | 2 | 2 | 19 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 8 | 2 | 0 | 11 | 12 | 2 | 0 | 63 | 258 |
| 2:30 PM | 6 | 3 | 9 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 7 | 4 | 0 | 9 | 21 | 9 | 0 | 74 | 243 |
| 2:45 PM | 3 | 3 | 8 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 9 | 6 | 0 | 6 | 11 | 7 | 0 | 63 | 255 |
| 3:00 PM | 4 | 2 | 11 | 0 | 4 | 5 | 0 | 0 | 0 | 1 | 8 | 3 | 0 | 13 | 8 | 5 | 0 | 64 | 264 |
| 3:15 PM | 2 | 7 | 7 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 5 | 5 | 6 | 0 | 48 | 249 |
| 3:30 PM | 3 | 4 | 12 | 0 | 5 | 5 | 1 | 0 | 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 | | 4 | | | | 4 | | | | 4 | | | | 0 | | | 12 | |
| Pedestrians | | | | | | | | | | | | | | | | | | |
| Bicycles | 4 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 4 | |
| Scooters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

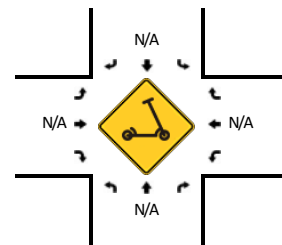
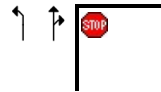
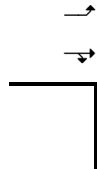
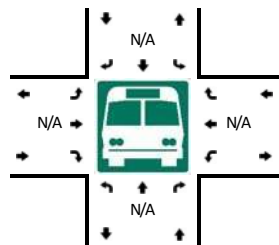
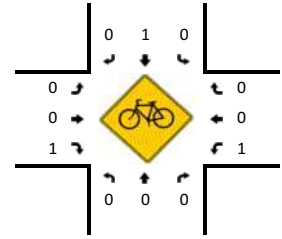
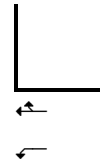
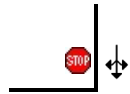
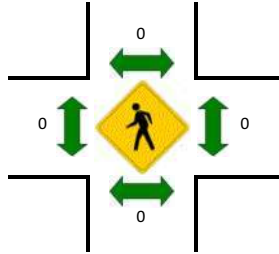
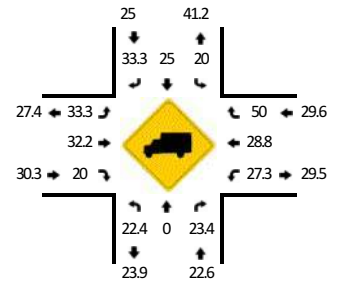
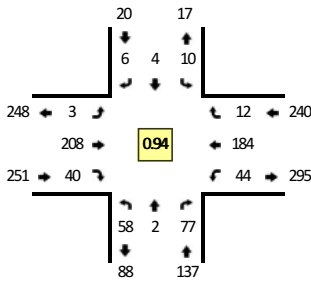
Report generated on 8/1/2022 5:06 PM

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

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

QC JOB #: 15890317
DATE: Thu, Jun 3 2021

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



| 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 | 0 | 5 | 1 | 0 | 2 | 4 | 0 | 0 | 13 | |
| 6:15 AM | 1 | 0 | 2 | 0 | 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 | 0 | 9 | 9 | 0 | 4 | 7 | 1 | 0 | 33 | |
| 6:45 AM | 3 | 0 | 5 | 0 | 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 | 0 | 1 | 15 | 2 | 0 | 2 | 11 | 2 | 0 | 38 | 134 |
| 7:15 AM | 2 | 0 | 5 | 0 | 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 | 0 | 1 | 17 | 6 | 0 | 8 | 17 | 1 | 0 | 61 | 198 |
| 7:45 AM | 4 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 41 | 13 | 0 | 22 | 21 | 2 | 0 | 112 | 266 |
| 8:00 AM | 11 | 0 | 10 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 27 | 11 | 0 | 5 | 21 | 4 | 0 | 94 | 322 |
| 8:15 AM | 8 | 0 | 10 | 0 | 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 | 0 | 1 | 35 | 11 | 0 | 11 | 23 | 2 | 0 | 100 | 399 |
| 8:45 AM | 7 | 0 | 12 | 0 | 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 | 0 | 2 | 30 | 8 | 0 | 7 | 22 | 1 | 0 | 98 | 405 |
| 9:15 AM | 9 | 0 | 14 | 0 | 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 | 0 | 31 | 8 | 0 | 7 | 30 | 4 | 0 | 109 | 433 |
| 9:45 AM | 9 | 0 | 15 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 29 | 9 | 0 | 6 | 31 | 1 | 0 | 102 | 421 |
| 10:00 AM | 10 | 0 | 11 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 33 | 1 | 0 | 6 | 24 | 1 | 0 | 92 | 415 |
| 10:15 AM | 8 | 1 | 14 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 39 | 7 | 0 | 11 | 30 | 0 | 0 | 111 | 414 |
| 10:30 AM | 10 | 1 | 11 | 0 | 1 | 0 | 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 | 0 | 57 | 9 | 0 | 4 | 22 | 0 | 0 | 122 | 441 |
| 11:00 AM | 10 | 0 | 11 | 0 | 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 | 0 | 45 | 7 | 0 | 8 | 36 | 5 | 0 | 125 | 493 |
| 11:30 AM | 15 | 1 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 27 | 10 | 0 | 11 | 53 | 3 | 0 | 135 | 512 |
| 11:45 AM | 18 | 0 | 18 | 0 | 5 | 3 | 1 | 0 | 0 | 1 | 63 | 13 | 0 | 11 | 39 | 1 | 0 | 173 | 563 |
| 12:00 PM | 17 | 2 | 22 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 50 | 6 | 0 | 10 | 53 | 2 | 0 | 164 | 597 |
| 12:15 PM | 15 | 0 | 13 | 0 | 3 | 1 | 3 | 0 | 0 | 1 | 47 | 10 | 0 | 11 | 50 | 4 | 0 | 158 | 630 |
| 12:30 PM | 8 | 0 | 24 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 48 | 11 | 0 | 12 | 42 | 5 | 0 | 153 | 648 |
| 12:45 PM | 13 | 1 | 12 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 49 | 15 | 0 | 13 | 50 | 3 | 0 | 164 | 639 |
| 1:00 PM | 24 | 0 | 16 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 43 | 11 | 0 | 7 | 53 | 3 | 0 | 164 | 639 |
| 1:15 PM | 14 | 0 | 7 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 37 | 13 | 0 | 20 | 41 | 1 | 0 | 137 | 618 |
| 1:30 PM | 8 | 0 | 17 | 0 | 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 | 0 | 1 | 38 | 16 | 0 | 6 | 41 | 3 | 0 | 130 | 548 |
| 2:00 PM | 9 | 0 | 17 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 41 | 8 | 0 | 15 | 47 | 1 | 0 | 142 | 526 |
| 2:15 PM | 16 | 0 | 12 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 32 | 5 | 0 | 9 | 39 | 1 | 0 | 116 | 505 |
| 2:30 PM | 11 | 0 | 13 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 35 | 15 | 0 | 10 | 38 | 0 | 0 | 126 | 514 |
| 2:45 PM | 17 | 1 | 20 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 36 | 13 | 0 | 13 | 43 | 1 | 0 | 149 | 533 |
| 3:00 PM | 7 | 1 | 20 | 0 | 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 | 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 | | | | | | | | | | | | | | | | | 0 | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

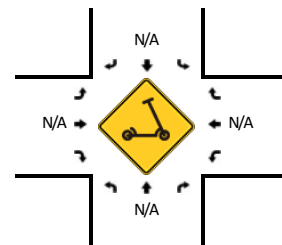
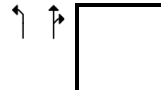
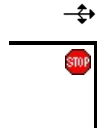
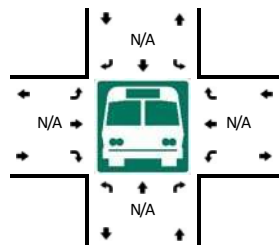
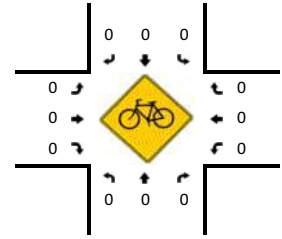
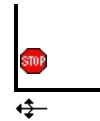
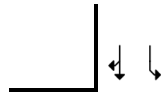
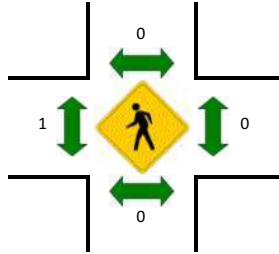
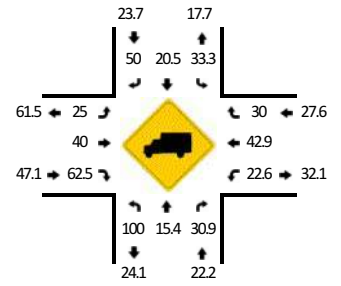
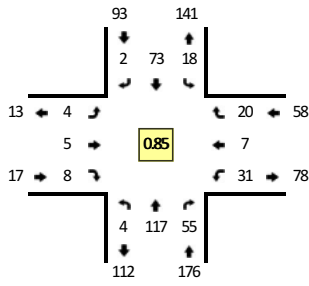
Report generated on 8/1/2022 5:06 PM

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

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



| 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 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 21 | 78 |
| 7:15 AM | 0 | 7 | 3 | 0 | 5 | 9 | 0 | 0 | 0 | 0 | 2 | 3 | 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 | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

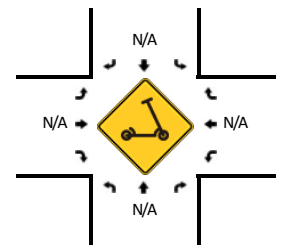
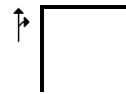
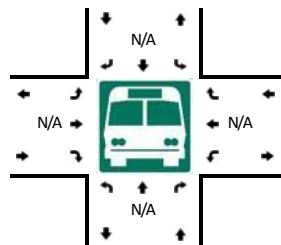
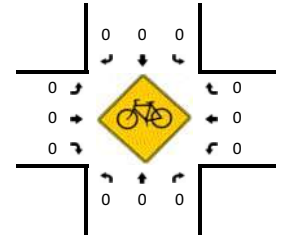
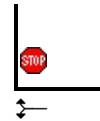
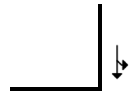
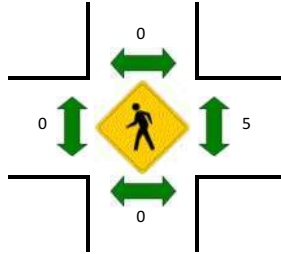
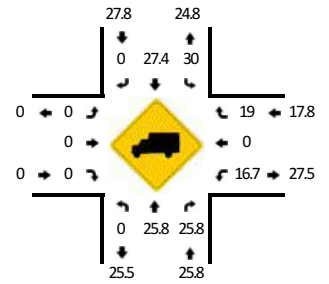
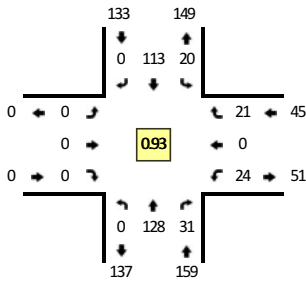
Report generated on 8/1/2022 5:06 PM

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

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



| 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 | | | | | | | | | | | | | | | | | 0 | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scooters | | | | | | | | | | | | | | | | | 0 | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

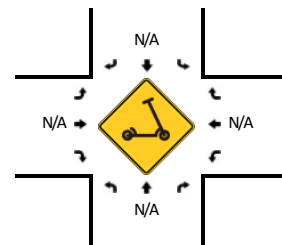
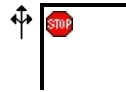
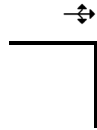
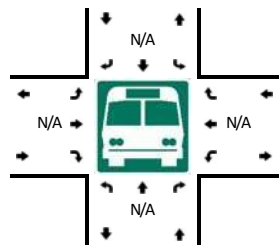
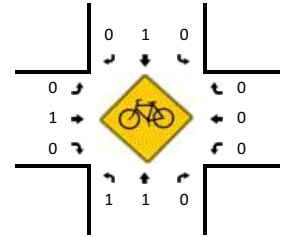
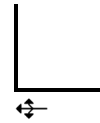
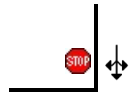
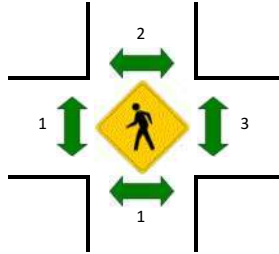
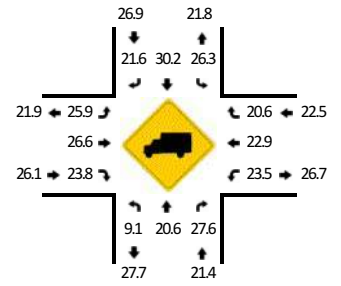
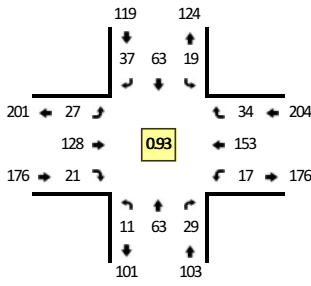
Report generated on 8/1/2022 5:06 PM

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

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



| 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 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

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

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

**APPENDIX I: VALIDATION COUNT
SUMMARY**

VALIDATION COUNT SUMMARY

| | |
|-----------------|---|
| Date: | October 11, 2023 |
| To: | Wendy Farley-Campbell, Clare Kurth, Erin Reynolds, and Mike Miller, City of Florence Michael Duncan, Oregon Department of Transportation |
| From: | Russ Doubleday, Matt Bell, and Susie Wright, PE, PMP, Kittelson & Associates, Inc. |
| Project: | City of Florence Transportation System Plan Update |
| Subject: | Validation Count Summary |

Introduction

Oregon Department of Transportation (ODOT) collected 16-hour turning movement counts at 20 study intersections in Florence in anticipation of the Florence Transportation System Plan (TSP) update project. The counts were conducted on Thursday, June 3, 2021, while Siuslaw School District schools were in session, but all classes were online due to the ongoing COVID-19 pandemic. Given these conditions, the project team made several adjustments to the counts. The adjustments are documented in the *Analysis Methodology and Assumptions Memorandum* and summarized below.

- » **Seasonal Adjustment Factors** of 1.20 and 1.14 were applied to the study intersections on US 101 and OR 126, respectively, to reflect 30th highest hour traffic volumes. The seasonal adjustment factors were developed based on methodologies outlined in the ODOT Analysis Procedures Manual (APM).
- » A **Historical Growth Adjustment Factor** of 1.045 was applied to all study intersections, regardless of jurisdiction or location, to reflect 2022 traffic conditions. The historical growth adjustment factor was developed based on methodologies outlined in the ODOT APM.
- » A **COVID Adjustment Factor** of 1.06 was applied to all study intersections, regardless of jurisdiction or location, to account for changes in traffic volumes related to the ongoing COVID-19 pandemic. The COVID adjustment factor was developed based on a review of historic traffic counts in the City and consideration of similar adjustment factors applied in cities throughout Oregon.

The seasonal, historical growth, and COVID-19 adjustment factors were developed in coordination with ODOT's Transportation Planning and Analysis Unit (TPAU). TPAU also reviewed and approved the factors and resulting traffic volumes prior to conducting the existing and future no-build traffic conditions analyses. However, City of Florence (City) staff, as well as members of the Stakeholder Transportation Advisory Committee (STAC), expressed concerns that the counts may not reflect peak traffic conditions. Therefore, ODOT agreed to conduct additional counts to validate the analysis results. As indicated below the validation counts show that the June 2021 counts (with adjustments) are higher at three of the four City study intersection than the May 2023 counts and the analysis results are similar and do not suggest the need for further evaluation or modification to the analyses used to support the TSP update.



Validation Traffic Counts

ODOT collected additional 16-hour turning movement counts at four city study intersections to validate the June 2021 counts – additional counts were not collected at any state study intersections given that ODOT has extensive historical traffic data, and the state highways have significantly higher traffic volumes than the the city streets and would be minimally impacted by school traffic. The counts were conducted on Tuesday, May 16, 2023, at the following city study intersections while Siuslaw School District schools were in-session and in-person.

- » Rhododendron Drive & 35th Street
- » Rhododendron Drive & 9th Street
- » Kingwood Street & 35th Street
- » Kingwood Street & 9th Street

PEAK HOUR VOLUME COMPARISON

Table 1 shows total entering volumes (TEV) at the four city study intersections during the weekday PM peak hour in June 2021 (with and without adjustments) and May 2023. As shown, the TEV in June 2021 with adjustments are higher at three of the four intersections. *Attachment A contains the traffic count worksheets for May 2023.*

Table 1. June 2021 to May 2023 Weekday PM Peak Hour Traffic Volume Comparison

| Intersection | Total Entering Volumes (TEV), Weekday PM Peak Hour | | | |
|---|--|------------------------------|----------|---------------------------------|
| | June 2021 | June 2021 (with Adjustments) | May 2023 | Difference (May 2023-June 2021) |
| Rhododendron Dr/ 35 th St | 427 | 452 | 429 | -23 |
| Rhododendron Dr/ 9 th St | 279 | 295 | 311 | +16 |
| Kingwood St/ 35 th St | 503 | 533 | 498 | -35 |
| Kingwood St/ 9 th St | 513 | 544 | 534 | -10 |
| Oak St/ 35 th St | -- | -- | 539 | -- |

TRAFFIC OPERATIONS COMPARISON

Table 2 summarizes the results a traffic operations analysis at the four City study intersections under June 2021 and May 2023 traffic conditions during the weekday PM peak hour. The results include the critical movement (CM), volume-to-capacity (v/c) ratios, level-of-service (LOS), and delay. As shown, the v/c ratios, LOS, and delay are higher at the four city study intersections under year 2021 traffic conditions that under May 2023 traffic conditions. *Attachments B and C contain the traffic operations analysis worksheets.*



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Table 2. Traffic Operations Comparison

| Intersection | June 2021 (with Adjustments) | | | | May 2023 | | | |
|--|------------------------------|------|-----|----------|----------|------|-----|----------|
| | CM | V/C | LOS | Delay | CM | V/C | LOS | Delay |
| Rhododendron Dr/ 35th St | WB | 0.25 | B | 11.2 sec | WB | 0.21 | B | 10.4 sec |
| Rhododendron Dr/ 9th St | WB | 0.10 | A | 9.6 sec | WB | 0.11 | A | 9.2 sec |
| Kingwood St/ 35th St | NB | 0.18 | C | 15.1 sec | NB | 0.10 | B | 12.8 sec |
| Kingwood St/ 9th St | NB | 0.22 | C | 14.4 sec | NB | .10 | B | 12.8 sec |
| Oak St/ 35th St | -- | -- | -- | -- | NB | 0.18 | B | 14.0 sec |

Summary

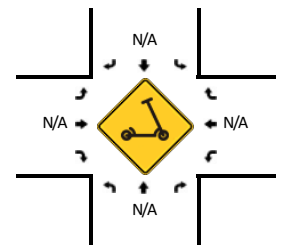
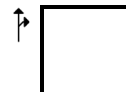
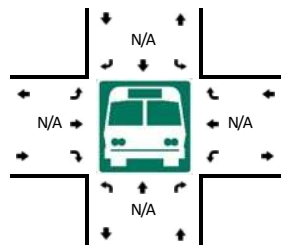
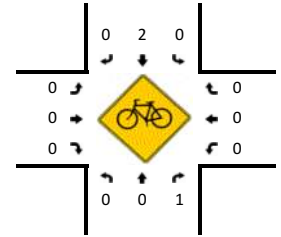
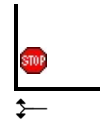
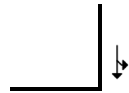
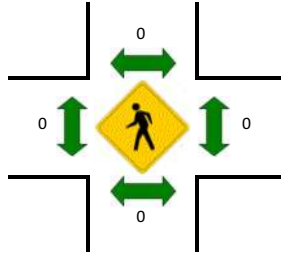
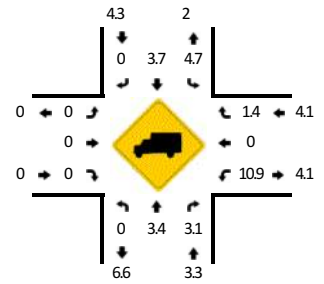
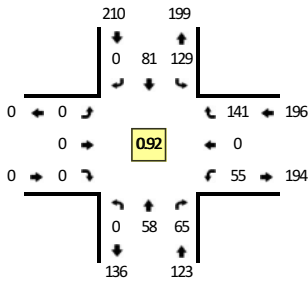
As indicated above the validation counts show that the June 2021 counts (with adjustments) are higher at three of the four City study intersection than the May 2023 counts and the analysis results are similar and do not suggest the need for further evaluation or modification to the analyses used to support the TSP update.

ATTACHMENT A: MAY 2023 TRAFFIC COUNTS

LOCATION: Rhododendron Dr -- 35th St [20112009]
CITY/STATE: Florence, OR

QC JOB #: 16201903
DATE: Tue, May 16 2023

Peak-Hour: 11:55 AM -- 12:55 PM
Peak 15-Min: 12:10 PM -- 12:25 PM



| 5-Min Count Period Beginning At | Rhododendron Dr (Northbound) | | | | Rhododendron Dr (Southbound) | | | | 35th St [20112009] (Eastbound) | | | | 35th St [20112009] (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 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | |
| 6:05 AM | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | |
| 6:10 AM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 7 | |
| 6:15 AM | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | |
| 6:20 AM | 0 | 0 | 1 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | |
| 6:25 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | |
| 6:30 AM | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 9 | |
| 6:35 AM | 0 | 1 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 10 | |
| 6:40 AM | 0 | 1 | 0 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | |
| 6:45 AM | 0 | 3 | 1 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 19 | |
| 6:50 AM | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 10 | |
| 6:55 AM | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 102 |
| 7:00 AM | 0 | 2 | 1 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 18 | 115 |
| 7:05 AM | 0 | 3 | 1 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 15 | 125 |
| 7:10 AM | 0 | 2 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 12 | 130 |
| 7:15 AM | 0 | 1 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 17 | 142 |
| 7:20 AM | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 7 | 140 |
| 7:25 AM | 0 | 1 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 16 | 152 |
| 7:30 AM | 0 | 3 | 1 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 14 | 157 |
| 7:35 AM | 0 | 1 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 13 | 160 |
| 7:40 AM | 0 | 2 | 4 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 19 | 166 |
| 7:45 AM | 0 | 3 | 1 | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 26 | 173 |
| 7:50 AM | 0 | 2 | 4 | 0 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 26 | 189 |
| 7:55 AM | 0 | 1 | 1 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 24 | 207 |
| 8:00 AM | 0 | 2 | 3 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 28 | 217 |
| 8:05 AM | 0 | 3 | 2 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 26 | 228 |
| 8:10 AM | 0 | 1 | 1 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 0 | 28 | 244 |
| 8:15 AM | 0 | 2 | 3 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 8 | 0 | 27 | 254 |
| 8:20 AM | 0 | 2 | 2 | 0 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 29 | 276 |
| 8:25 AM | 0 | 2 | 2 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 25 | 285 |
| 8:30 AM | 0 | 3 | 2 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 0 | 26 | 297 |
| 8:35 AM | 0 | 1 | 2 | 0 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 21 | 305 |
| 8:40 AM | 0 | 4 | 3 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 27 | 313 |
| 8:45 AM | 0 | 3 | 2 | 0 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 28 | 315 |
| 8:50 AM | 0 | 5 | 4 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 27 | 316 |
| 8:55 AM | 0 | 6 | 2 | 0 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 37 | 329 |
| 9:00 AM | 0 | 2 | 5 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 17 | 318 |
| 9:05 AM | 0 | 3 | 4 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 17 | 309 |
| 9:10 AM | 0 | 5 | 2 | 0 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 30 | 311 |

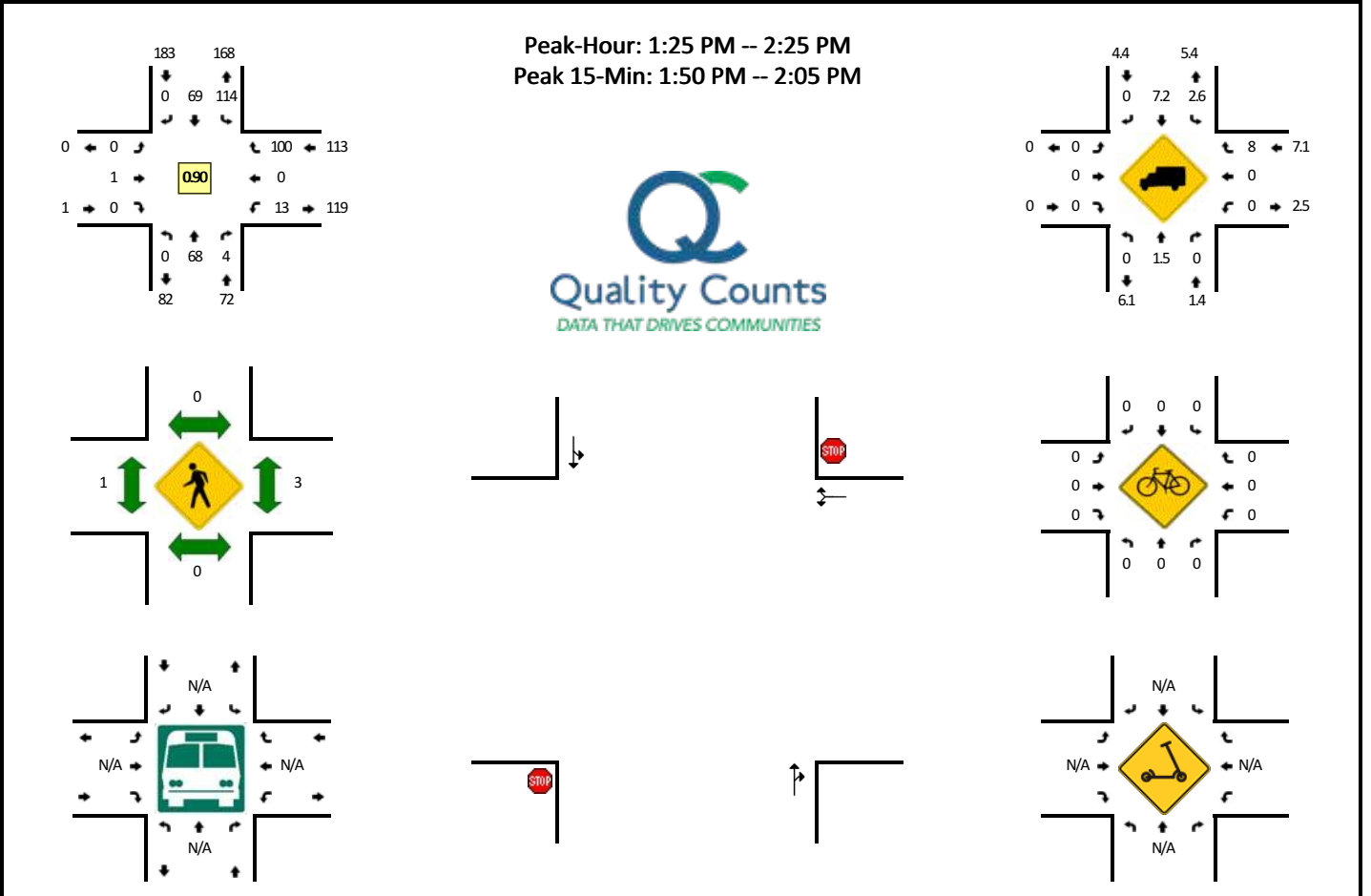
| 5-Min Count Period Beginning At | Rhododendron Dr (Northbound) | | | | Rhododendron Dr (Southbound) | | | | 35th St [20112009] (Eastbound) | | | | 35th St [20112009] (Westbound) | | | | Total | Hourly Totals | |
|---------------------------------|------------------------------|------|-------|---|------------------------------|------|-------|---|--------------------------------|------|-------|---|--------------------------------|------|-------|---|-------|---------------|-----|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | | |
| 9:15 AM | 0 | 4 | 1 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 27 | 311 | |
| 9:20 AM | 0 | 5 | 5 | 0 | 6 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 0 | 35 | 317 |
| 9:25 AM | 0 | 6 | 3 | 0 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 33 | 325 | |
| 9:30 AM | 0 | 6 | 3 | 0 | 2 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 31 | 330 | |
| 9:35 AM | 0 | 5 | 8 | 0 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 44 | 353 | |
| 9:40 AM | 0 | 4 | 6 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 0 | 28 | 354 | |
| 9:45 AM | 0 | 3 | 4 | 0 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 40 | 366 | |
| 9:50 AM | 0 | 4 | 6 | 0 | 8 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 8 | 0 | 40 | 379 | |
| 9:55 AM | 0 | 5 | 3 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 0 | 28 | 370 | |
| 10:00 AM | 0 | 2 | 2 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 26 | 379 | |
| 10:05 AM | 0 | 3 | 0 | 0 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 28 | 390 | |
| 10:10 AM | 0 | 1 | 6 | 0 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 31 | 391 | |
| 10:15 AM | 0 | 6 | 0 | 0 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 0 | 29 | 393 | |
| 10:20 AM | 0 | 4 | 2 | 0 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 12 | 0 | 32 | 390 | |
| 10:25 AM | 0 | 8 | 3 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 30 | 387 | |
| 10:30 AM | 0 | 1 | 1 | 0 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 11 | 0 | 28 | 384 | |
| 10:35 AM | 0 | 5 | 4 | 0 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 33 | 373 | |
| 10:40 AM | 0 | 5 | 6 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 11 | 0 | 37 | 382 | |
| 10:45 AM | 0 | 6 | 6 | 0 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 41 | 383 | |
| 10:50 AM | 0 | 6 | 3 | 0 | 9 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 10 | 0 | 41 | 384 | |
| 10:55 AM | 0 | 6 | 3 | 0 | 8 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 40 | 396 | |
| 11:00 AM | 0 | 6 | 2 | 0 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 13 | 0 | 41 | 411 | |
| 11:05 AM | 0 | 6 | 11 | 0 | 9 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 11 | 0 | 53 | 436 | |
| 11:10 AM | 0 | 7 | 2 | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 0 | 31 | 436 | |
| 11:15 AM | 0 | 9 | 8 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 11 | 0 | 47 | 454 | |
| 11:20 AM | 0 | 6 | 6 | 0 | 4 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 5 | 0 | 39 | 461 | |
| 11:25 AM | 0 | 5 | 6 | 0 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 0 | 43 | 474 | |
| 11:30 AM | 0 | 5 | 7 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 10 | 0 | 42 | 488 | |
| 11:35 AM | 0 | 5 | 5 | 0 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 8 | 0 | 39 | 494 | |
| 11:40 AM | 0 | 7 | 7 | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 11 | 0 | 43 | 500 | |
| 11:45 AM | 0 | 5 | 5 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 26 | 485 | |
| 11:50 AM | 0 | 5 | 5 | 0 | 5 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 8 | 0 | 41 | 485 | |
| 11:55 AM | 0 | 9 | 7 | 0 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 9 | 0 | 45 | 490 | |
| 12:00 PM | 0 | 5 | 6 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 8 | 0 | 39 | 488 | |
| 12:05 PM | 0 | 4 | 8 | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 10 | 0 | 37 | 472 | |
| 12:10 PM | 0 | 2 | 2 | 0 | 12 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 14 | 0 | 44 | 485 | |
| 12:15 PM | 0 | 8 | 6 | 0 | 10 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 13 | 0 | 52 | 490 | |
| 12:20 PM | 0 | 4 | 8 | 0 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 12 | 0 | 47 | 498 | |
| 12:25 PM | 0 | 4 | 9 | 0 | 7 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 42 | 497 | |
| 12:30 PM | 0 | 5 | 5 | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 14 | 0 | 51 | 506 | |
| 12:35 PM | 0 | 6 | 2 | 0 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 0 | 35 | 502 | |
| 12:40 PM | 0 | 2 | 6 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 16 | 0 | 39 | 498 | |
| 12:45 PM | 0 | 4 | 3 | 0 | 20 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 14 | 0 | 53 | 525 | |
| 12:50 PM | 0 | 5 | 3 | 0 | 11 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 11 | 0 | 45 | 529 | |
| 12:55 PM | 0 | 4 | 3 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 0 | 33 | 517 | |
| 1:00 PM | 0 | 6 | 5 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 0 | 36 | 514 | |
| 1:05 PM | 0 | 3 | 6 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 0 | 33 | 510 | |
| 1:10 PM | 0 | 2 | 5 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 19 | 0 | 43 | 509 | |
| 1:15 PM | 0 | 7 | 2 | 0 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 12 | 0 | 47 | 504 | |
| 1:20 PM | 0 | 5 | 4 | 0 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 12 | 0 | 45 | 502 | |
| 1:25 PM | 0 | 9 | 2 | 0 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 6 | 0 | 36 | 496 | |
| 1:30 PM | 0 | 6 | 6 | 0 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 9 | 0 | 45 | 490 | |
| 1:35 PM | 0 | 4 | 3 | 0 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 15 | 0 | 38 | 493 | |
| 1:40 PM | 0 | 6 | 4 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 12 | 0 | 36 | 490 | |
| 1:45 PM | 0 | 6 | 3 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 15 | 0 | 42 | 479 | |
| 1:50 PM | 0 | 4 | 4 | 0 | 7 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 12 | 0 | 41 | 475 | |
| 1:55 PM | 0 | 3 | 5 | 0 | 5 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 0 | 39 | 481 | |
| 2:00 PM | 0 | 6 | 6 | 0 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 32 | 477 | |
| 2:05 PM | 0 | 6 | 2 | 0 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 0 | 34 | 478 | |
| 2:10 PM | 0 | 3 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 12 | 0 | 27 | 462 | |
| 2:15 PM | 0 | 10 | 11 | 0 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 9 | 0 | 51 | 466 | |
| 2:20 PM | 0 | 6 | 1 | 0 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 27 | 448 | |
| 2:25 PM | 0 | 5 | 3 | 0 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 12 | 1 | 37 | 449 | |
| 2:30 PM | 0 | 5 | 2 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 8 | 0 | 30 | 434 | |
| 2:35 PM | 0 | 4 | 6 | 0 | 9 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 13 | 0 | 46 | 442 | |
| 2:40 PM | 0 | 6 | 5 | 0 | 11 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 9 | 0 | 45 | 451 | |
| 2:45 PM | 0 | 6 | 3 | 0 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 8 | 0 | 36 | 445 | |
| 2:50 PM | 0 | 10 | 6 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 34 | 438 | |
| 2:55 PM | 0 | 7 | 8 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 0 | 40 | 439 | |
| 3:00 PM | 0 | 1 | 3 | 0 | 10 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 10 | 0 | 37 | 444 | |
| 3:05 PM | 0 | 4 | 3 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 0 | 29 | 439 | |
| 3:10 PM | 0 | 4 | 5 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 14 | 0 | 44 | 456 | |
| 3:15 PM | 0 | 6 | 2 | 0 | 6 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 34 | 439 | |
| 3:20 PM | 0 | 6 | 3 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 12 | 0 | 37 | 449 | |
| 3:25 PM | 0 | 2 | 9 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 8 | 0 | 41 | 453 | |
| 3:30 PM | 0 | 7 | 1 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 12 | 0 | 35 | 458 | |
| 3:35 PM | 0 | 4 | 6 | 0 | 10 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 13 | 0 | 45 | 457 | |
| 3:40 PM | 0 | 5 | 8 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 16 | 0 | 47 | 459 | |
| 3:45 PM | 0 | 5 | 4 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 17 | 0 | 49 | 472 | |
| 3:50 PM | 0 | 5 | 6 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 14 | 0 | 43 | 481 | |
| 3:55 PM | 0 | 4 | 1 | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 9 | 0 | 31 | 472 | |
| 4:00 PM | 0 | 3 | 4 | 0 | 10 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 37 | 472 | |
| 4:05 PM | 0 | 6 | 2 | 0 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 16 | 0 | 42 | 485 | |
| 4:10 PM | 0 | 5 | 7 | 0 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 40 | 481 | |
| 4:15 PM | 0 | 3 | 2 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 25 | 472 | |
| 4:20 PM | 0 | 7 | 3 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 35 | 470 | |
| 4:25 PM | 0 | 5 | 4 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 32 | 461 | |

| 5-Min Count Period Beginning At | Rhododendron Dr (Northbound) | | | | Rhododendron Dr (Southbound) | | | | 35th St [20112009] (Eastbound) | | | | 35th St [20112009] (Westbound) | | | | Total | Hourly Totals |
|---------------------------------|------------------------------|------|-------|---|------------------------------|------|-------|---|--------------------------------|------|-------|---|--------------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:30 PM | 0 | 3 | 7 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 25 | 451 |
| 4:35 PM | 0 | 6 | 3 | 0 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 14 | 0 | 38 | 444 |
| 4:40 PM | 0 | 9 | 3 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 14 | 0 | 39 | 436 |
| 4:45 PM | 0 | 5 | 5 | 0 | 10 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 13 | 0 | 45 | 432 |
| 4:50 PM | 0 | 4 | 6 | 0 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 32 | 421 |
| 4:55 PM | 0 | 9 | 2 | 0 | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 39 | 429 |
| 5:00 PM | 0 | 5 | 3 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 9 | 0 | 34 | 426 |
| 5:05 PM | 0 | 4 | 2 | 0 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 8 | 0 | 36 | 420 |
| 5:10 PM | 0 | 6 | 6 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 19 | 0 | 47 | 427 |
| 5:15 PM | 0 | 7 | 1 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 11 | 0 | 35 | 437 |
| 5:20 PM | 0 | 5 | 3 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 10 | 0 | 32 | 434 |
| 5:25 PM | 0 | 3 | 3 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 29 | 431 |
| 5:30 PM | 0 | 4 | 2 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 12 | 0 | 27 | 433 |
| 5:35 PM | 0 | 4 | 2 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 27 | 422 |
| 5:40 PM | 0 | 6 | 3 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 24 | 407 |
| 5:45 PM | 0 | 10 | 7 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 37 | 399 |
| 5:50 PM | 0 | 5 | 2 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 28 | 395 |
| 5:55 PM | 0 | 5 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 19 | 375 |
| 6:00 PM | 0 | 6 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 20 | 361 |
| 6:05 PM | 0 | 4 | 4 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 0 | 26 | 351 |
| 6:10 PM | 0 | 3 | 3 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 20 | 324 |
| 6:15 PM | 0 | 2 | 2 | 0 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 28 | 317 |
| 6:20 PM | 0 | 3 | 2 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 21 | 306 |
| 6:25 PM | 0 | 4 | 1 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 21 | 298 |
| 6:30 PM | 0 | 2 | 2 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 18 | 289 |
| 6:35 PM | 0 | 3 | 1 | 0 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 12 | 0 | 31 | 293 |
| 6:40 PM | 0 | 7 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 | 0 | 23 | 292 |
| 6:45 PM | 0 | 3 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 22 | 277 |
| 6:50 PM | 0 | 4 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 19 | 268 |
| 6:55 PM | 0 | 2 | 1 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 18 | 267 |
| 7:00 PM | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 12 | 259 |
| 7:05 PM | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 12 | 245 |
| 7:10 PM | 0 | 2 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 0 | 18 | 243 |
| 7:15 PM | 0 | 4 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 14 | 229 |
| 7:20 PM | 0 | 5 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 21 | 229 |
| 7:25 PM | 0 | 1 | 2 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 13 | 221 |
| 7:30 PM | 0 | 4 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 13 | 216 |
| 7:35 PM | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 192 |
| 7:40 PM | 0 | 3 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 13 | 182 |
| 7:45 PM | 0 | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 11 | 171 |
| 7:50 PM | 0 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 10 | 162 |
| 7:55 PM | 0 | 4 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 15 | 159 |
| 8:00 PM | 0 | 4 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 8 | 0 | 22 | 169 |
| 8:05 PM | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 163 |
| 8:10 PM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 11 | 156 |
| 8:15 PM | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 8 | 150 |
| 8:20 PM | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 12 | 141 |
| 8:25 PM | 0 | 1 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 13 | 141 |
| 8:30 PM | 0 | 1 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 136 |
| 8:35 PM | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 13 | 142 |
| 8:40 PM | 0 | 5 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 15 | 144 |
| 8:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 10 | 143 |
| 8:50 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 8 | 141 |
| 8:55 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 4 | 130 |
| 9:00 PM | 0 | 1 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 10 | 118 |
| 9:05 PM | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 7 | 119 |
| 9:10 PM | 0 | 1 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 9 | 117 |
| 9:15 PM | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 8 | 117 |
| 9:20 PM | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 112 |
| 9:25 PM | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 104 |
| 9:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 98 |
| 9:35 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 87 |
| 9:40 PM | 0 | 1 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 10 | 82 |
| 9:45 PM | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 77 |
| 9:50 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 73 |
| 9:55 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 71 |
| 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 | 56 | 64 | 0 | 132 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 156 | 0 | 572 | |
| Heavy Trucks | 0 | 0 | 4 | | 4 | 4 | 0 | | 0 | 0 | 0 | | 12 | 0 | 4 | | 28 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 4 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 4 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Rhododendron Dr -- 9th St [20042009]
CITY/STATE: Florence, OR

QC JOB #: 16201904
DATE: Tue, May 16 2023



| 5-Min Count Period Beginning At | Rhododendron Dr (Northbound) | | | | Rhododendron Dr (Southbound) | | | | 9th St [20042009] (Eastbound) | | | | 9th St [20042009] (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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | |
| 6:05 AM | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 6:10 AM | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 6:15 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | |
| 6:20 AM | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | |
| 6:25 AM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | |
| 6:30 AM | 0 | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | |
| 6:35 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | |
| 6:40 AM | 0 | 3 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | |
| 6:45 AM | 0 | 1 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | |
| 6:50 AM | 0 | 0 | 1 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 11 | |
| 6:55 AM | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 13 | 75 |
| 7:00 AM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 77 |
| 7:05 AM | 0 | 2 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 11 | 84 |
| 7:10 AM | 0 | 2 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 88 |
| 7:15 AM | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 91 |
| 7:20 AM | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 9 | 95 |
| 7:25 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 97 |
| 7:30 AM | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 100 |
| 7:35 AM | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 10 | 107 |
| 7:40 AM | 0 | 2 | 1 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 12 | 112 |
| 7:45 AM | 0 | 1 | 0 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 | 115 |
| 7:50 AM | 0 | 2 | 0 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 15 | 119 |
| 7:55 AM | 0 | 0 | 1 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 13 | 119 |
| 8:00 AM | 0 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 11 | 125 |
| 8:05 AM | 0 | 3 | 1 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 15 | 129 |
| 8:10 AM | 0 | 2 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 13 | 134 |
| 8:15 AM | 0 | 1 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 9 | 135 |
| 8:20 AM | 0 | 2 | 0 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 141 |
| 8:25 AM | 0 | 1 | 2 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 19 | 153 |
| 8:30 AM | 0 | 3 | 0 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 16 | 160 |
| 8:35 AM | 0 | 1 | 0 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 | 162 |
| 8:40 AM | 0 | 2 | 0 | 0 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 18 | 168 |
| 8:45 AM | 0 | 2 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 17 | 173 |
| 8:50 AM | 0 | 5 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 15 | 173 |
| 8:55 AM | 0 | 1 | 0 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 16 | 176 |
| 9:00 AM | 0 | 3 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 18 | 183 |
| 9:05 AM | 0 | 1 | 0 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 22 | 190 |
| 9:10 AM | 0 | 3 | 0 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 22 | 199 |

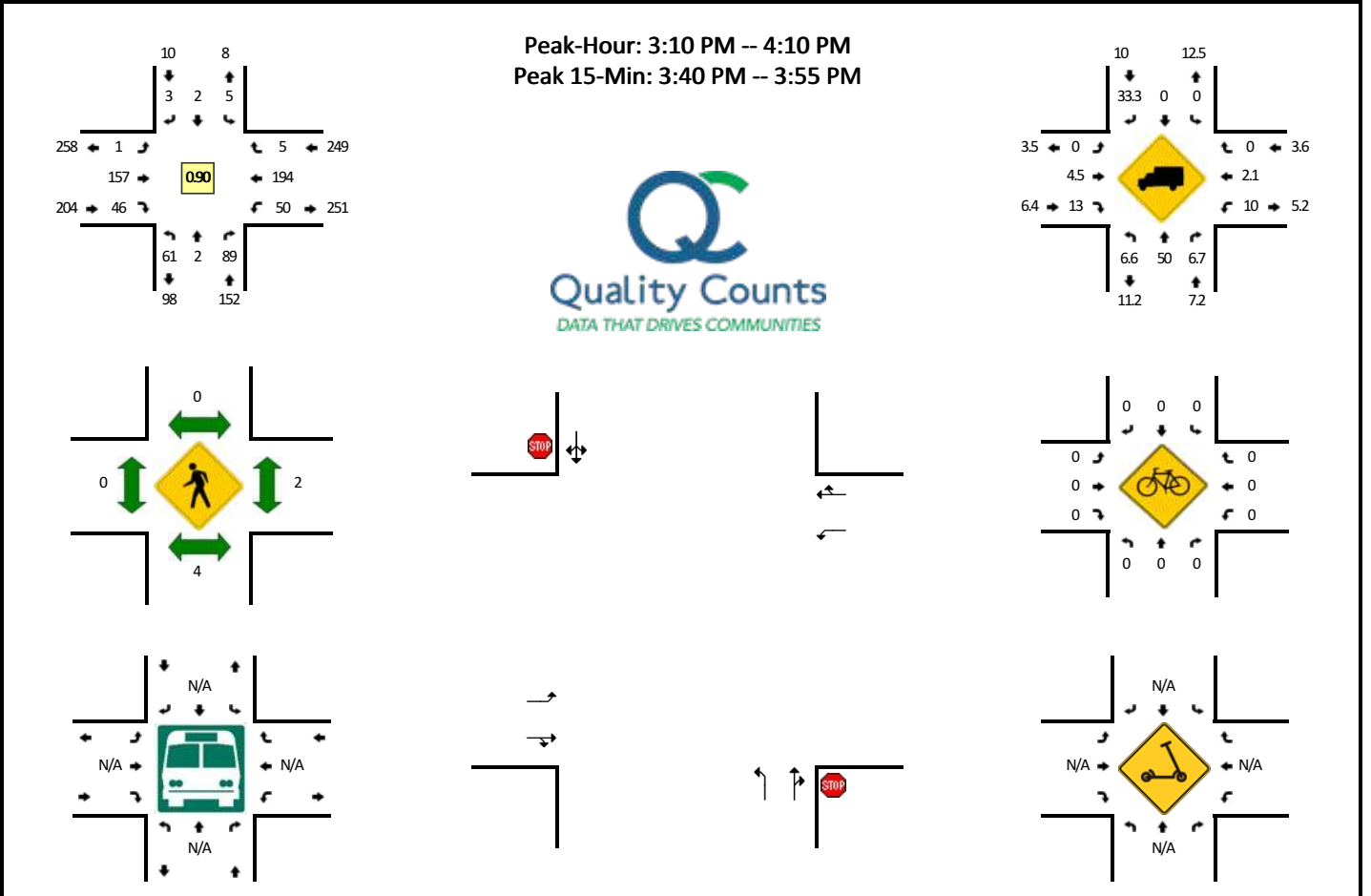
| 5-Min Count Period Beginning At | Rhododendron Dr (Northbound) | | | | Rhododendron Dr (Southbound) | | | | 9th St [20042009] (Eastbound) | | | | 9th St [20042009] (Westbound) | | | | Total | Hourly Totals |
|---------------------------------|------------------------------|------|-------|---|------------------------------|------|-------|---|-------------------------------|------|-------|---|-------------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 9:15 AM | 0 | 4 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 20 | 210 |
| 9:20 AM | 0 | 3 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 16 | 211 |
| 9:25 AM | 0 | 3 | 0 | 0 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 24 | 216 |
| 9:30 AM | 0 | 5 | 1 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 0 | 27 | 227 |
| 9:35 AM | 0 | 2 | 1 | 0 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 24 | 239 |
| 9:40 AM | 0 | 2 | 1 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 20 | 241 |
| 9:45 AM | 0 | 3 | 0 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 18 | 242 |
| 9:50 AM | 0 | 3 | 1 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 26 | 253 |
| 9:55 AM | 0 | 3 | 0 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 19 | 256 |
| 10:00 AM | 0 | 6 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 26 | 264 |
| 10:05 AM | 0 | 1 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 13 | 255 |
| 10:10 AM | 0 | 3 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 21 | 254 |
| 10:15 AM | 0 | 4 | 0 | 0 | 10 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 26 | 260 |
| 10:20 AM | 0 | 2 | 0 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 24 | 268 |
| 10:25 AM | 0 | 5 | 0 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 23 | 267 |
| 10:30 AM | 0 | 2 | 1 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 29 | 269 |
| 10:35 AM | 0 | 2 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 22 | 267 |
| 10:40 AM | 0 | 7 | 1 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 26 | 273 |
| 10:45 AM | 0 | 3 | 0 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 22 | 277 |
| 10:50 AM | 0 | 4 | 1 | 0 | 8 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 32 | 283 |
| 10:55 AM | 0 | 5 | 1 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 28 | 292 |
| 11:00 AM | 0 | 4 | 0 | 0 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 32 | 298 |
| 11:05 AM | 0 | 6 | 0 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 30 | 315 |
| 11:10 AM | 0 | 6 | 0 | 0 | 11 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 37 | 331 |
| 11:15 AM | 0 | 6 | 2 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 24 | 329 |
| 11:20 AM | 0 | 3 | 0 | 0 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 31 | 336 |
| 11:25 AM | 0 | 1 | 1 | 0 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 22 | 335 |
| 11:30 AM | 0 | 3 | 1 | 0 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 23 | 329 |
| 11:35 AM | 0 | 4 | 1 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 0 | 24 | 331 |
| 11:40 AM | 0 | 4 | 0 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 27 | 332 |
| 11:45 AM | 0 | 5 | 1 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 26 | 336 |
| 11:50 AM | 0 | 7 | 0 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 25 | 329 |
| 11:55 AM | 0 | 7 | 0 | 0 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 33 | 334 |
| 12:00 PM | 0 | 3 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 24 | 326 |
| 12:05 PM | 0 | 6 | 0 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 27 | 323 |
| 12:10 PM | 0 | 9 | 1 | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 38 | 324 |
| 12:15 PM | 0 | 6 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 25 | 325 |
| 12:20 PM | 0 | 5 | 1 | 0 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 34 | 328 |
| 12:25 PM | 0 | 5 | 0 | 0 | 12 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 35 | 341 |
| 12:30 PM | 0 | 4 | 0 | 0 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 26 | 344 |
| 12:35 PM | 0 | 7 | 1 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 23 | 343 |
| 12:40 PM | 0 | 7 | 0 | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 24 | 340 |
| 12:45 PM | 0 | 2 | 0 | 0 | 10 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 30 | 344 |
| 12:50 PM | 0 | 5 | 2 | 0 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 36 | 355 |
| 12:55 PM | 0 | 3 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 17 | 339 |
| 1:00 PM | 0 | 6 | 0 | 0 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 29 | 344 |
| 1:05 PM | 0 | 6 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 23 | 340 |
| 1:10 PM | 0 | 2 | 1 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 28 | 330 |
| 1:15 PM | 0 | 7 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 23 | 328 |
| 1:20 PM | 0 | 3 | 1 | 0 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 31 | 325 |
| 1:25 PM | 0 | 3 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 0 | 25 | 315 |
| 1:30 PM | 0 | 5 | 0 | 0 | 11 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 33 | 322 |
| 1:35 PM | 0 | 5 | 0 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 27 | 326 |
| 1:40 PM | 0 | 7 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 32 | 334 |
| 1:45 PM | 0 | 6 | 0 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 | 0 | 32 | 336 |
| 1:50 PM | 0 | 2 | 1 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 31 | 331 |
| 1:55 PM | 0 | 6 | 0 | 0 | 11 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 38 | 352 |
| 2:00 PM | 0 | 8 | 0 | 0 | 8 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 34 | 357 |
| 2:05 PM | 0 | 3 | 1 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 20 | 354 |
| 2:10 PM | 0 | 8 | 0 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 0 | 30 | 356 |
| 2:15 PM | 0 | 8 | 2 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 34 | 367 |
| 2:20 PM | 0 | 7 | 0 | 0 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 33 | 369 |
| 2:25 PM | 0 | 2 | 0 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 22 | 366 |
| 2:30 PM | 0 | 4 | 1 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 21 | 354 |
| 2:35 PM | 0 | 3 | 0 | 0 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 28 | 355 |
| 2:40 PM | 0 | 8 | 1 | 0 | 15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 35 | 358 |
| 2:45 PM | 0 | 3 | 2 | 0 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 32 | 358 |
| 2:50 PM | 0 | 5 | 0 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 13 | 0 | 32 | 359 |
| 2:55 PM | 0 | 4 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 | 0 | 26 | 347 |
| 3:00 PM | 0 | 3 | 0 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 23 | 336 |
| 3:05 PM | 0 | 3 | 0 | 0 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 26 | 342 |
| 3:10 PM | 0 | 5 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 23 | 335 |
| 3:15 PM | 0 | 1 | 0 | 0 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 27 | 328 |
| 3:20 PM | 0 | 2 | 0 | 0 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 32 | 327 |
| 3:25 PM | 0 | 8 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 27 | 332 |
| 3:30 PM | 0 | 6 | 1 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 30 | 341 |
| 3:35 PM | 0 | 8 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 24 | 337 |
| 3:40 PM | 0 | 6 | 1 | 0 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 15 | 0 | 34 | 336 |
| 3:45 PM | 0 | 5 | 0 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 28 | 332 |
| 3:50 PM | 0 | 4 | 1 | 0 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 | 0 | 27 | 327 |
| 3:55 PM | 0 | 2 | 0 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 20 | 321 |
| 4:00 PM | 0 | 7 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 23 | 321 |
| 4:05 PM | 0 | 9 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 25 | 320 |
| 4:10 PM | 0 | 4 | 0 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 28 | 325 |
| 4:15 PM | 0 | 5 | 0 | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 31 | 329 |
| 4:20 PM | 0 | 4 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 22 | 319 |
| 4:25 PM | 0 | 4 | 0 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 26 | 318 |

| 5-Min Count Period Beginning At | Rhododendron Dr (Northbound) | | | | Rhododendron Dr (Southbound) | | | | 9th St [20042009] (Eastbound) | | | | 9th St [20042009] (Westbound) | | | | Total | Hourly Totals |
|---------------------------------|------------------------------|------|-------|---|------------------------------|------|-------|---|-------------------------------|------|-------|---|-------------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:30 PM | 0 | 5 | 0 | 0 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 28 | 316 |
| 4:35 PM | 0 | 6 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 23 | 315 |
| 4:40 PM | 0 | 3 | 0 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 26 | 307 |
| 4:45 PM | 0 | 3 | 0 | 0 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 26 | 305 |
| 4:50 PM | 0 | 2 | 0 | 0 | 11 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 26 | 304 |
| 4:55 PM | 0 | 4 | 0 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 27 | 311 |
| 5:00 PM | 0 | 2 | 1 | 0 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 24 | 312 |
| 5:05 PM | 0 | 6 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 25 | 312 |
| 5:10 PM | 0 | 9 | 0 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 30 | 314 |
| 5:15 PM | 0 | 2 | 1 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 22 | 305 |
| 5:20 PM | 0 | 3 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 13 | 0 | 24 | 307 |
| 5:25 PM | 0 | 3 | 0 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 18 | 299 |
| 5:30 PM | 0 | 6 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 22 | 293 |
| 5:35 PM | 0 | 3 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 | 0 | 24 | 294 |
| 5:40 PM | 0 | 1 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 15 | 283 |
| 5:45 PM | 0 | 4 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 14 | 271 |
| 5:50 PM | 0 | 7 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 | 0 | 24 | 269 |
| 5:55 PM | 0 | 9 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 20 | 262 |
| 6:00 PM | 0 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 15 | 253 |
| 6:05 PM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 9 | 237 |
| 6:10 PM | 0 | 2 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 12 | 219 |
| 6:15 PM | 0 | 3 | 1 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 18 | 215 |
| 6:20 PM | 0 | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 | 203 |
| 6:25 PM | 0 | 4 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 11 | 196 |
| 6:30 PM | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 9 | 183 |
| 6:35 PM | 0 | 5 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 21 | 180 |
| 6:40 PM | 0 | 4 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 18 | 183 |
| 6:45 PM | 0 | 2 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 11 | 180 |
| 6:50 PM | 0 | 3 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 19 | 175 |
| 6:55 PM | 0 | 1 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 9 | 164 |
| 7:00 PM | 0 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 155 |
| 7:05 PM | 0 | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 10 | 156 |
| 7:10 PM | 0 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 15 | 159 |
| 7:15 PM | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 10 | 151 |
| 7:20 PM | 0 | 3 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 13 | 152 |
| 7:25 PM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 148 |
| 7:30 PM | 0 | 3 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 12 | 151 |
| 7:35 PM | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 10 | 140 |
| 7:40 PM | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 127 |
| 7:45 PM | 0 | 4 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 125 |
| 7:50 PM | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 8 | 114 |
| 7:55 PM | 0 | 6 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 12 | 117 |
| 8:00 PM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 116 |
| 8:05 PM | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 112 |
| 8:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 98 |
| 8:15 PM | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 94 |
| 8:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 84 |
| 8:25 PM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 81 |
| 8:30 PM | 0 | 2 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 79 |
| 8:35 PM | 0 | 3 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 12 | 81 |
| 8:40 PM | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 81 |
| 8:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 73 |
| 8:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 66 |
| 8:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 55 |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 52 |
| 9:05 PM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 49 |
| 9:10 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 51 |
| 9:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 49 |
| 9:20 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 51 |
| 9:25 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 49 |
| 9:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 42 |
| 9:35 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 35 |
| 9:40 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 34 |
| 9:45 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 6 | 39 |
| 9:50 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 41 |
| 9:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 41 |
| 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 | 64 | 4 | 0 | 132 | 84 | 0 | 0 | 0 | 4 | 0 | 0 | 8 | 0 | 116 | 0 | 412 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 28 | |
| Buses | | 0 | | | | 0 | | | | 0 | | | | 4 | | | 4 | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | 0 | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

LOCATION: Kingwood St -- 35th St [999110077]
CITY/STATE: Florence, OR

QC JOB #: 16201902
DATE: Tue, May 16 2023



| 5-Min Count Period Beginning At | Kingwood St (Northbound) | | | | Kingwood St (Southbound) | | | | 35th St [999110077] (Eastbound) | | | | 35th St [999110077] (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 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 7 | |
| 6:05 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | |
| 6:10 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 5 | |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | |
| 6:20 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 7 | |
| 6:25 AM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 7 | |
| 6:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | |
| 6:35 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 2 | 0 | 0 | 9 | |
| 6:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 1 | 2 | 0 | 0 | 14 | |
| 6:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 6 | 0 | 0 | 11 | |
| 6:50 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 12 | |
| 6:55 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 2 | 3 | 0 | 0 | 12 | 97 |
| 7:00 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 1 | 3 | 0 | 0 | 14 | 104 |
| 7:05 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 1 | 0 | 10 | 111 |
| 7:10 AM | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 1 | 4 | 0 | 0 | 19 | 125 |
| 7:15 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 1 | 7 | 0 | 0 | 20 | 139 |
| 7:20 AM | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 10 | 142 |
| 7:25 AM | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 1 | 0 | 2 | 5 | 1 | 0 | 20 | 155 |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 5 | 2 | 0 | 0 | 23 | 174 |
| 7:35 AM | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 2 | 6 | 0 | 0 | 17 | 182 |
| 7:40 AM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 7 | 3 | 0 | 0 | 28 | 196 |
| 7:45 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 6 | 0 | 5 | 5 | 0 | 0 | 30 | 215 |
| 7:50 AM | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 0 | 3 | 6 | 0 | 0 | 27 | 230 |
| 7:55 AM | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 9 | 0 | 8 | 6 | 0 | 0 | 45 | 263 |
| 8:00 AM | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 7 | 0 | 3 | 9 | 0 | 0 | 31 | 280 |
| 8:05 AM | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 0 | 2 | 5 | 0 | 0 | 31 | 301 |
| 8:10 AM | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 8 | 0 | 1 | 10 | 1 | 0 | 42 | 324 |
| 8:15 AM | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 4 | 0 | 9 | 9 | 0 | 0 | 43 | 347 |
| 8:20 AM | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 0 | 1 | 5 | 1 | 0 | 23 | 360 |
| 8:25 AM | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 5 | 0 | 5 | 5 | 0 | 0 | 40 | 380 |
| 8:30 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 5 | 13 | 1 | 0 | 29 | 386 |
| 8:35 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 5 | 3 | 0 | 0 | 22 | 391 |
| 8:40 AM | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 4 | 10 | 1 | 0 | 30 | 393 |
| 8:45 AM | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 0 | 0 | 4 | 6 | 1 | 0 | 32 | 395 |
| 8:50 AM | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 5 | 7 | 0 | 0 | 32 | 400 |
| 8:55 AM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 9 | 0 | 2 | 5 | 0 | 0 | 36 | 391 |
| 9:00 AM | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 2 | 5 | 0 | 0 | 26 | 386 |
| 9:05 AM | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 3 | 6 | 0 | 0 | 22 | 377 |
| 9:10 AM | 2 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 10 | 0 | 0 | 4 | 6 | 1 | 0 | 28 | 363 |

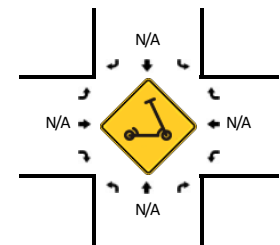
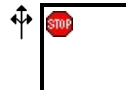
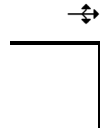
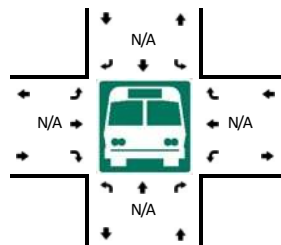
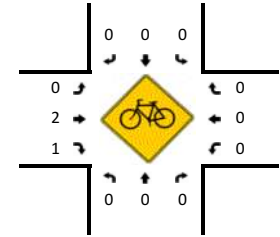
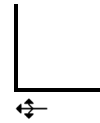
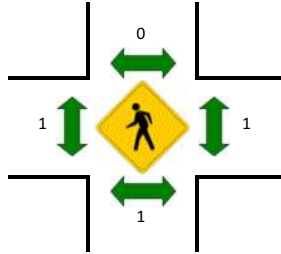
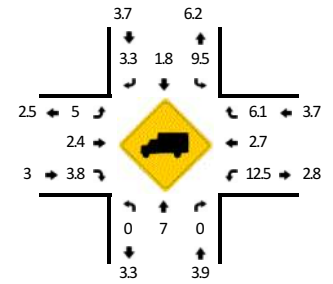
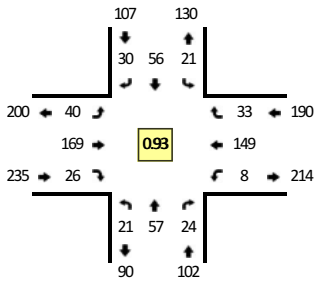
| 5-Min Count Period Beginning At | Kingwood St (Northbound) | | | | Kingwood St (Southbound) | | | | 35th St [999110077] (Eastbound) | | | | 35th St [999110077] (Westbound) | | | | Total | Hourly Totals |
|---------------------------------|--------------------------|------|-------|---|--------------------------|------|-------|---|---------------------------------|------|-------|---|---------------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 9:15 AM | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 2 | 8 | 0 | 0 | 36 | 356 |
| 9:20 AM | 5 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 2 | 0 | 4 | 13 | 0 | 0 | 34 | 367 |
| 9:25 AM | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 4 | 10 | 0 | 0 | 38 | 365 |
| 9:30 AM | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 4 | 8 | 1 | 0 | 28 | 364 |
| 9:35 AM | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 6 | 0 | 7 | 10 | 0 | 0 | 50 | 392 |
| 9:40 AM | 2 | 0 | 6 | 0 | 0 | 1 | 1 | 0 | 1 | 11 | 2 | 0 | 8 | 14 | 1 | 0 | 47 | 409 |
| 9:45 AM | 2 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 2 | 4 | 0 | 0 | 25 | 402 |
| 9:50 AM | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 6 | 0 | 6 | 12 | 0 | 0 | 46 | 416 |
| 9:55 AM | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 4 | 12 | 0 | 0 | 32 | 412 |
| 10:00 AM | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 5 | 0 | 2 | 7 | 1 | 0 | 32 | 418 |
| 10:05 AM | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 5 | 5 | 0 | 0 | 30 | 426 |
| 10:10 AM | 2 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 15 | 4 | 0 | 7 | 11 | 1 | 0 | 45 | 443 |
| 10:15 AM | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 8 | 11 | 1 | 0 | 43 | 450 |
| 10:20 AM | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 4 | 15 | 2 | 0 | 36 | 452 |
| 10:25 AM | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 4 | 0 | 3 | 12 | 0 | 0 | 31 | 445 |
| 10:30 AM | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 3 | 7 | 0 | 0 | 34 | 451 |
| 10:35 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 7 | 14 | 0 | 0 | 35 | 436 |
| 10:40 AM | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 1 | 13 | 1 | 0 | 43 | 432 |
| 10:45 AM | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 19 | 9 | 0 | 4 | 9 | 0 | 0 | 47 | 454 |
| 10:50 AM | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 6 | 0 | 6 | 13 | 1 | 0 | 42 | 450 |
| 10:55 AM | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 2 | 11 | 1 | 0 | 39 | 457 |
| 11:00 AM | 10 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 2 | 12 | 0 | 0 | 38 | 463 |
| 11:05 AM | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 5 | 0 | 5 | 15 | 0 | 0 | 55 | 488 |
| 11:10 AM | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 2 | 13 | 1 | 0 | 39 | 482 |
| 11:15 AM | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 5 | 0 | 6 | 8 | 0 | 0 | 38 | 477 |
| 11:20 AM | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 5 | 16 | 0 | 0 | 48 | 489 |
| 11:25 AM | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 0 | 4 | 18 | 1 | 0 | 44 | 502 |
| 11:30 AM | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 4 | 12 | 0 | 0 | 40 | 508 |
| 11:35 AM | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 3 | 0 | 5 | 16 | 1 | 0 | 47 | 520 |
| 11:40 AM | 4 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 1 | 0 | 7 | 10 | 0 | 0 | 44 | 521 |
| 11:45 AM | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 0 | 6 | 12 | 0 | 0 | 43 | 517 |
| 11:50 AM | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 0 | 4 | 14 | 1 | 0 | 41 | 516 |
| 11:55 AM | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 3 | 9 | 3 | 0 | 44 | 521 |
| 12:00 PM | 5 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 16 | 6 | 0 | 3 | 13 | 0 | 0 | 50 | 533 |
| 12:05 PM | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 2 | 15 | 1 | 0 | 43 | 521 |
| 12:10 PM | 5 | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 0 | 16 | 5 | 0 | 3 | 14 | 0 | 0 | 53 | 535 |
| 12:15 PM | 4 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 22 | 4 | 0 | 5 | 21 | 2 | 0 | 62 | 559 |
| 12:20 PM | 4 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 22 | 3 | 0 | 6 | 20 | 1 | 0 | 62 | 573 |
| 12:25 PM | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 0 | 4 | 14 | 0 | 0 | 44 | 573 |
| 12:30 PM | 5 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 1 | 20 | 6 | 0 | 5 | 13 | 1 | 0 | 60 | 593 |
| 12:35 PM | 3 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 15 | 3 | 0 | 3 | 9 | 1 | 0 | 40 | 586 |
| 12:40 PM | 5 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 3 | 14 | 0 | 0 | 36 | 578 |
| 12:45 PM | 3 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 22 | 5 | 0 | 2 | 19 | 0 | 0 | 57 | 592 |
| 12:50 PM | 4 | 0 | 6 | 0 | 1 | 0 | 1 | 0 | 0 | 19 | 6 | 0 | 2 | 13 | 2 | 0 | 54 | 605 |
| 12:55 PM | 2 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 2 | 0 | 7 | 12 | 0 | 0 | 46 | 607 |
| 1:00 PM | 3 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 3 | 13 | 1 | 0 | 47 | 604 |
| 1:05 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 3 | 0 | 4 | 14 | 0 | 0 | 42 | 603 |
| 1:10 PM | 6 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 4 | 0 | 2 | 18 | 0 | 0 | 47 | 597 |
| 1:15 PM | 3 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 2 | 12 | 3 | 0 | 6 | 20 | 1 | 0 | 54 | 589 |
| 1:20 PM | 1 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 21 | 2 | 0 | 6 | 17 | 0 | 0 | 53 | 580 |
| 1:25 PM | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 5 | 15 | 0 | 0 | 38 | 574 |
| 1:30 PM | 2 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 8 | 2 | 0 | 5 | 18 | 0 | 0 | 44 | 558 |
| 1:35 PM | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 4 | 0 | 7 | 16 | 0 | 0 | 53 | 571 |
| 1:40 PM | 6 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 6 | 17 | 1 | 0 | 50 | 585 |
| 1:45 PM | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 5 | 24 | 0 | 0 | 49 | 577 |
| 1:50 PM | 3 | 0 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 15 | 2 | 0 | 5 | 13 | 0 | 0 | 45 | 568 |
| 1:55 PM | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 4 | 0 | 5 | 15 | 0 | 0 | 39 | 561 |
| 2:00 PM | 5 | 0 | 9 | 0 | 2 | 0 | 1 | 0 | 0 | 9 | 3 | 0 | 6 | 7 | 1 | 0 | 43 | 557 |
| 2:05 PM | 3 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 3 | 7 | 0 | 0 | 31 | 546 |
| 2:10 PM | 5 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 1 | 0 | 6 | 14 | 0 | 0 | 36 | 535 |
| 2:15 PM | 3 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 15 | 5 | 0 | 6 | 12 | 0 | 0 | 46 | 527 |
| 2:20 PM | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 4 | 9 | 0 | 0 | 28 | 502 |
| 2:25 PM | 8 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 1 | 13 | 4 | 0 | 8 | 10 | 0 | 0 | 50 | 514 |
| 2:30 PM | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 1 | 13 | 0 | 0 | 33 | 503 |
| 2:35 PM | 3 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 1 | 13 | 6 | 0 | 4 | 10 | 0 | 0 | 42 | 492 |
| 2:40 PM | 5 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 13 | 2 | 0 | 2 | 12 | 0 | 0 | 37 | 479 |
| 2:45 PM | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 6 | 0 | 2 | 9 | 0 | 0 | 35 | 465 |
| 2:50 PM | 2 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 7 | 11 | 0 | 0 | 40 | 460 |
| 2:55 PM | 4 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 17 | 2 | 0 | 3 | 11 | 0 | 0 | 44 | 465 |
| 3:00 PM | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 5 | 0 | 3 | 17 | 2 | 0 | 48 | 470 |
| 3:05 PM | 5 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 11 | 3 | 0 | 4 | 16 | 0 | 0 | 45 | 484 |
| 3:10 PM | 7 | 1 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 6 | 0 | 4 | 14 | 0 | 0 | 49 | 497 |
| 3:15 PM | 4 | 0 | 11 | 0 | 0 | 1 | 2 | 0 | 0 | 8 | 5 | 0 | 5 | 13 | 0 | 0 | 49 | 500 |
| 3:20 PM | 5 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 8 | 5 | 0 | 2 | 12 | 1 | 0 | 39 | 511 |
| 3:25 PM | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 2 | 0 | 5 | 21 | 1 | 0 | 65 | 526 |
| 3:30 PM | 5 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 0 | 5 | 12 | 1 | 0 | 47 | 540 |
| 3:35 PM | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 1 | 0 | 4 | 17 | 0 | 0 | 53 | 551 |
| 3:40 PM | 7 | 1 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 17 | 2 | 0 | 3 | 19 | 1 | 0 | 61 | 575 |
| 3:45 PM | 5 | 0 | 9 | 0 | 1 | 0 | 1 | 0 | 0 | 6 | 5 | 0 | 4 | 21 | 0 | 0 | 52 | 592 |
| 3:50 PM | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 5 | 0 | 4 | 18 | 0 | 0 | 58 | 610 |
| 3:55 PM | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 6 | 0 | 1 | 11 | 1 | 0 | 41 | 607 |
| 4:00 PM | 7 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 4 | 18 | 0 | 0 | 46 | 605 |
| 4:05 PM | 3 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 14 | 2 | 0 | 9 | 18 | 0 | 0 | 55 | 615 |
| 4:10 PM | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 5 | 12 | 0 | 0 | 37 | 603 |
| 4:15 PM | 2 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 3 | 14 | 0 | 0 | 39 | 593 |
| 4:20 PM | 8 | 1 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 3 | 14 | 0 | 0 | 49 | 603 |
| 4:25 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 0 | 3 | 9 | 0 | 0 | 27 | 565 |

| 5-Min Count Period Beginning At | Kingwood St (Northbound) | | | | Kingwood St (Southbound) | | | | 35th St [999110077] (Eastbound) | | | | 35th St [999110077] (Westbound) | | | | Total | Hourly Totals |
|---------------------------------|--------------------------|------|-------|---|--------------------------|------|-------|---|---------------------------------|------|-------|---|---------------------------------|------|-------|----|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:30 PM | 5 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 10 | 1 | 0 | 35 | 553 |
| 4:35 PM | 6 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 8 | 0 | 0 | 2 | 13 | 1 | 0 | 38 | 538 |
| 4:40 PM | 4 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 12 | 2 | 0 | 2 | 16 | 1 | 0 | 46 | 523 |
| 4:45 PM | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 1 | 13 | 0 | 0 | 38 | 509 |
| 4:50 PM | 6 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 0 | 0 | 10 | 0 | 0 | 43 | 494 |
| 4:55 PM | 2 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 3 | 18 | 0 | 0 | 45 | 498 |
| 5:00 PM | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 1 | 0 | 2 | 16 | 0 | 0 | 41 | 493 |
| 5:05 PM | 5 | 0 | 7 | 0 | 3 | 1 | 0 | 0 | 0 | 14 | 2 | 0 | 3 | 16 | 0 | 0 | 51 | 489 |
| 5:10 PM | 10 | 1 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 13 | 4 | 0 | 0 | 21 | 1 | 0 | 57 | 509 |
| 5:15 PM | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 3 | 0 | 1 | 11 | 0 | 0 | 30 | 500 |
| 5:20 PM | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 3 | 10 | 0 | 0 | 37 | 488 |
| 5:25 PM | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 5 | 0 | 1 | 9 | 0 | 0 | 33 | 494 |
| 5:30 PM | 7 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 11 | 1 | 0 | 3 | 11 | 1 | 0 | 38 | 497 |
| 5:35 PM | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 3 | 10 | 0 | 0 | 27 | 486 |
| 5:40 PM | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 1 | 2 | 9 | 0 | 0 | 29 | 469 |
| 5:45 PM | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 4 | 0 | 4 | 11 | 0 | 0 | 43 | 474 |
| 5:50 PM | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 2 | 13 | 0 | 0 | 30 | 461 |
| 5:55 PM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 10 | 0 | 0 | 22 | 438 |
| 6:00 PM | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 11 | 0 | 0 | 22 | 419 |
| 6:05 PM | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 1 | 13 | 0 | 0 | 35 | 403 |
| 6:10 PM | 6 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 5 | 7 | 0 | 0 | 33 | 379 |
| 6:15 PM | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 3 | 10 | 0 | 0 | 27 | 376 |
| 6:20 PM | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 7 | 1 | 0 | 27 | 366 |
| 6:25 PM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 2 | 8 | 0 | 0 | 20 | 353 |
| 6:30 PM | 4 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 7 | 0 | 0 | 21 | 336 |
| 6:35 PM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 2 | 16 | 1 | 0 | 33 | 342 |
| 6:40 PM | 4 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 4 | 9 | 0 | 0 | 27 | 340 |
| 6:45 PM | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 8 | 0 | 0 | 18 | 315 |
| 6:50 PM | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 6 | 0 | 0 | 19 | 304 |
| 6:55 PM | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 6 | 0 | 0 | 19 | 301 |
| 7:00 PM | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 10 | 0 | 0 | 23 | 302 |
| 7:05 PM | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 8 | 0 | 0 | 21 | 288 |
| 7:10 PM | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 7 | 0 | 0 | 19 | 274 |
| 7:15 PM | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 2 | 0 | 0 | 14 | 261 |
| 7:20 PM | 4 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 7 | 0 | 0 | 18 | 252 |
| 7:25 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 1 | 2 | 0 | 0 | 14 | 246 |
| 7:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 7 | 0 | 0 | 11 | 236 |
| 7:35 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 7 | 210 |
| 7:40 PM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 4 | 0 | 0 | 12 | 195 |
| 7:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 6 | 0 | 0 | 13 | 190 |
| 7:50 PM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 7 | 178 |
| 7:55 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 8 | 0 | 0 | 14 | 173 |
| 8:00 PM | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 6 | 0 | 0 | 15 | 165 |
| 8:05 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 6 | 0 | 0 | 13 | 157 |
| 8:10 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 143 |
| 8:15 PM | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 4 | 0 | 0 | 13 | 142 |
| 8:20 PM | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 8 | 0 | 0 | 15 | 139 |
| 8:25 PM | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 | 0 | 0 | 11 | 136 |
| 8:30 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 10 | 135 |
| 8:35 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 7 | 0 | 0 | 11 | 139 |
| 8:40 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 4 | 0 | 0 | 10 | 137 |
| 8:45 PM | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 14 | 138 |
| 8:50 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 | 0 | 0 | 9 | 140 |
| 8:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 6 | 132 |
| 9:00 PM | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 3 | 0 | 0 | 13 | 130 |
| 9:05 PM | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 9 | 126 |
| 9:10 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 5 | 0 | 0 | 15 | 136 |
| 9:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 2 | 0 | 0 | 9 | 132 |
| 9:20 PM | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 10 | 127 |
| 9:25 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 7 | 123 |
| 9:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 10 | 123 |
| 9:35 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 11 | 123 |
| 9:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 4 | 117 |
| 9:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 8 | 111 |
| 9:50 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 105 |
| 9:55 PM | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 8 | 107 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 60 | 4 | 108 | 0 | 4 | 4 | 4 | 0 | 0 | 172 | 48 | 0 | 44 | 232 | 4 | 0 | 684 | |
| Heavy Trucks | 4 | 0 | 8 | | 0 | 0 | 0 | | 0 | 4 | 8 | | 4 | 0 | 0 | 28 | | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | 0 | | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

LOCATION: Kingwood St -- 9th St [999110080]
CITY/STATE: Florence, OR

QC JOB #: 16201905
DATE: Tue, May 16 2023

Peak-Hour: 11:10 AM -- 12:10 PM
Peak 15-Min: 11:20 AM -- 11:35 AM



| 5-Min Count Period Beginning At | Kingwood St (Northbound) | | | | Kingwood St (Southbound) | | | | 9th St [999110080] (Eastbound) | | | | 9th St [999110080] (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 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 8 | |
| 6:05 AM | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 3 | 1 | 0 | 12 | |
| 6:10 AM | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 11 | |
| 6:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 4 | 1 | 0 | 0 | 7 | 2 | 0 | 18 | |
| 6:20 AM | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 6 | 0 | 0 | 17 | |
| 6:25 AM | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 2 | 0 | 12 | |
| 6:30 AM | 1 | 7 | 2 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 2 | 0 | 20 | |
| 6:35 AM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 4 | 0 | 16 | |
| 6:40 AM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 9 | 0 | 0 | 17 | |
| 6:45 AM | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 6 | 0 | 0 | 15 | |
| 6:50 AM | 1 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 6 | 0 | 0 | 0 | 9 | 0 | 0 | 24 | |
| 6:55 AM | 1 | 2 | 0 | 0 | 1 | 5 | 1 | 0 | 2 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 24 | |
| 7:00 AM | 0 | 5 | 2 | 0 | 2 | 1 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 5 | 6 | 0 | 26 | |
| 7:05 AM | 1 | 1 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 7 | 0 | 0 | 19 | |
| 7:10 AM | 2 | 3 | 0 | 0 | 0 | 6 | 1 | 0 | 2 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 23 | |
| 7:15 AM | 1 | 3 | 3 | 0 | 4 | 4 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 9 | 2 | 0 | 29 | |
| 7:20 AM | 0 | 5 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 12 | 3 | 0 | 27 | |
| 7:25 AM | 0 | 3 | 1 | 0 | 0 | 2 | 2 | 0 | 1 | 11 | 3 | 0 | 0 | 8 | 1 | 0 | 32 | |
| 7:30 AM | 0 | 2 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 10 | 2 | 0 | 1 | 7 | 1 | 0 | 28 | |
| 7:35 AM | 1 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 6 | 0 | 0 | 1 | 5 | 1 | 0 | 21 | |
| 7:40 AM | 1 | 3 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 8 | 0 | 0 | 2 | 14 | 1 | 0 | 35 | |
| 7:45 AM | 1 | 8 | 1 | 0 | 0 | 6 | 3 | 0 | 7 | 9 | 1 | 0 | 0 | 7 | 2 | 0 | 45 | |
| 7:50 AM | 1 | 7 | 3 | 0 | 2 | 3 | 1 | 0 | 5 | 5 | 0 | 0 | 2 | 16 | 3 | 0 | 48 | |
| 7:55 AM | 0 | 11 | 1 | 0 | 1 | 2 | 3 | 0 | 4 | 12 | 0 | 0 | 1 | 10 | 2 | 0 | 47 | |
| 8:00 AM | 1 | 6 | 1 | 0 | 1 | 3 | 5 | 0 | 4 | 10 | 0 | 0 | 1 | 8 | 3 | 0 | 43 | |
| 8:05 AM | 0 | 11 | 1 | 0 | 0 | 5 | 0 | 0 | 3 | 9 | 1 | 0 | 3 | 15 | 7 | 0 | 55 | |
| 8:10 AM | 0 | 4 | 1 | 0 | 0 | 3 | 4 | 0 | 2 | 9 | 0 | 0 | 1 | 6 | 2 | 0 | 32 | |
| 8:15 AM | 0 | 2 | 2 | 0 | 6 | 2 | 4 | 0 | 6 | 8 | 1 | 0 | 0 | 6 | 1 | 0 | 38 | |
| 8:20 AM | 0 | 5 | 1 | 0 | 2 | 4 | 5 | 0 | 4 | 11 | 1 | 0 | 0 | 9 | 2 | 0 | 44 | |
| 8:25 AM | 0 | 1 | 2 | 0 | 0 | 3 | 3 | 0 | 6 | 8 | 4 | 0 | 1 | 12 | 0 | 0 | 40 | |
| 8:30 AM | 0 | 4 | 2 | 0 | 0 | 1 | 3 | 0 | 2 | 9 | 1 | 0 | 1 | 5 | 1 | 0 | 29 | |
| 8:35 AM | 1 | 3 | 0 | 0 | 1 | 5 | 5 | 0 | 1 | 13 | 0 | 0 | 1 | 6 | 2 | 0 | 38 | |
| 8:40 AM | 1 | 0 | 0 | 0 | 2 | 2 | 5 | 0 | 3 | 4 | 0 | 0 | 0 | 13 | 0 | 0 | 30 | |
| 8:45 AM | 0 | 0 | 7 | 0 | 1 | 3 | 5 | 0 | 5 | 10 | 3 | 0 | 0 | 11 | 5 | 0 | 50 | |
| 8:50 AM | 0 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 3 | 5 | 1 | 0 | 0 | 6 | 1 | 0 | 22 | |
| 8:55 AM | 1 | 6 | 1 | 0 | 0 | 0 | 2 | 0 | 5 | 8 | 0 | 0 | 1 | 12 | 1 | 0 | 37 | |
| 9:00 AM | 1 | 5 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 14 | 2 | 0 | 1 | 8 | 4 | 0 | 41 | |
| 9:05 AM | 0 | 0 | 1 | 0 | 3 | 3 | 3 | 0 | 3 | 7 | 1 | 0 | 0 | 8 | 1 | 0 | 30 | |
| 9:10 AM | 0 | 2 | 0 | 0 | 4 | 1 | 2 | 0 | 2 | 6 | 0 | 0 | 3 | 18 | 0 | 0 | 38 | |

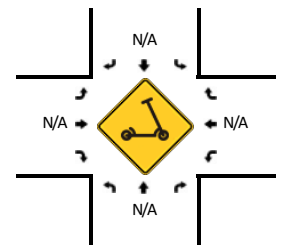
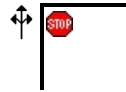
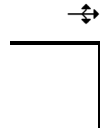
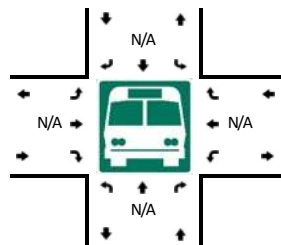
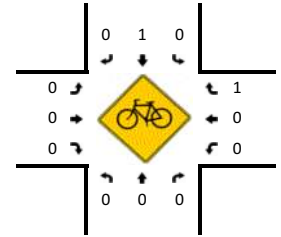
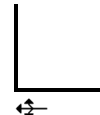
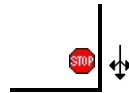
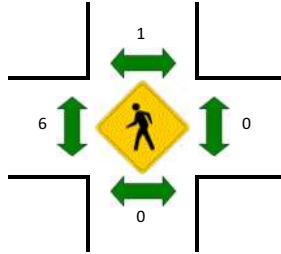
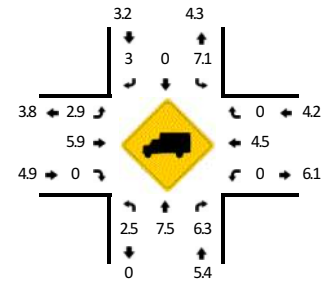
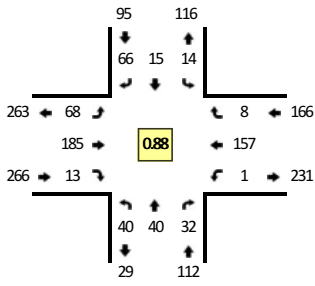
| 5-Min Count Period Beginning At | Kingwood St (Northbound) | | | | Kingwood St (Southbound) | | | | 9th St [999110080] (Eastbound) | | | | 9th St [999110080] (Westbound) | | | | Total | Hourly Totals |
|---------------------------------|--------------------------|------|-------|---|--------------------------|------|-------|---|--------------------------------|------|-------|---|--------------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 9:15 AM | 0 | 4 | 3 | 0 | 0 | 2 | 1 | 0 | 3 | 12 | 4 | 0 | 2 | 9 | 0 | 0 | 40 | 439 |
| 9:20 AM | 0 | 4 | 1 | 0 | 2 | 1 | 0 | 0 | 5 | 7 | 0 | 0 | 0 | 6 | 3 | 0 | 29 | 424 |
| 9:25 AM | 2 | 1 | 1 | 0 | 0 | 2 | 6 | 0 | 0 | 13 | 1 | 0 | 6 | 9 | 5 | 0 | 46 | 430 |
| 9:30 AM | 0 | 3 | 2 | 0 | 1 | 5 | 5 | 0 | 3 | 6 | 1 | 0 | 0 | 14 | 0 | 0 | 40 | 441 |
| 9:35 AM | 1 | 4 | 0 | 0 | 2 | 3 | 5 | 0 | 2 | 16 | 1 | 0 | 2 | 16 | 3 | 0 | 55 | 458 |
| 9:40 AM | 0 | 5 | 4 | 0 | 1 | 3 | 3 | 0 | 1 | 15 | 3 | 0 | 3 | 17 | 1 | 0 | 56 | 484 |
| 9:45 AM | 2 | 8 | 2 | 0 | 0 | 5 | 3 | 0 | 1 | 8 | 1 | 0 | 0 | 8 | 2 | 0 | 40 | 474 |
| 9:50 AM | 1 | 3 | 2 | 0 | 1 | 3 | 1 | 0 | 1 | 16 | 1 | 0 | 2 | 8 | 1 | 0 | 40 | 492 |
| 9:55 AM | 0 | 4 | 1 | 0 | 4 | 5 | 1 | 0 | 1 | 14 | 4 | 0 | 0 | 9 | 2 | 0 | 45 | 500 |
| 10:00 AM | 1 | 4 | 5 | 0 | 1 | 1 | 2 | 0 | 4 | 11 | 5 | 0 | 2 | 12 | 2 | 0 | 50 | 509 |
| 10:05 AM | 0 | 5 | 1 | 0 | 2 | 4 | 1 | 0 | 5 | 14 | 1 | 0 | 0 | 10 | 1 | 0 | 44 | 523 |
| 10:10 AM | 4 | 8 | 2 | 0 | 1 | 3 | 4 | 0 | 2 | 17 | 1 | 0 | 0 | 10 | 2 | 0 | 54 | 539 |
| 10:15 AM | 0 | 1 | 3 | 0 | 3 | 5 | 1 | 0 | 2 | 11 | 2 | 0 | 0 | 7 | 1 | 0 | 36 | 535 |
| 10:20 AM | 4 | 2 | 1 | 0 | 1 | 3 | 2 | 0 | 1 | 22 | 3 | 0 | 0 | 13 | 5 | 0 | 57 | 563 |
| 10:25 AM | 1 | 10 | 6 | 0 | 0 | 0 | 2 | 0 | 1 | 16 | 1 | 0 | 0 | 15 | 4 | 0 | 56 | 573 |
| 10:30 AM | 2 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 4 | 22 | 2 | 0 | 0 | 11 | 3 | 0 | 50 | 583 |
| 10:35 AM | 2 | 6 | 1 | 0 | 4 | 5 | 8 | 0 | 3 | 13 | 2 | 0 | 2 | 16 | 1 | 0 | 63 | 591 |
| 10:40 AM | 2 | 3 | 1 | 0 | 3 | 2 | 4 | 0 | 2 | 11 | 2 | 0 | 1 | 12 | 3 | 0 | 46 | 581 |
| 10:45 AM | 2 | 4 | 1 | 0 | 2 | 2 | 6 | 0 | 2 | 12 | 1 | 0 | 1 | 12 | 5 | 0 | 50 | 591 |
| 10:50 AM | 1 | 3 | 3 | 0 | 0 | 6 | 10 | 0 | 2 | 8 | 1 | 0 | 0 | 9 | 1 | 0 | 44 | 595 |
| 10:55 AM | 1 | 6 | 2 | 0 | 1 | 3 | 4 | 0 | 6 | 14 | 0 | 0 | 2 | 16 | 3 | 0 | 58 | 608 |
| 11:00 AM | 2 | 6 | 1 | 0 | 1 | 2 | 1 | 0 | 2 | 10 | 1 | 0 | 0 | 13 | 4 | 0 | 43 | 601 |
| 11:05 AM | 0 | 4 | 1 | 0 | 3 | 3 | 3 | 0 | 2 | 12 | 2 | 0 | 0 | 15 | 2 | 0 | 47 | 604 |
| 11:10 AM | 2 | 4 | 1 | 0 | 3 | 5 | 1 | 0 | 6 | 15 | 3 | 0 | 0 | 12 | 5 | 0 | 57 | 607 |
| 11:15 AM | 2 | 3 | 3 | 0 | 3 | 6 | 4 | 0 | 2 | 15 | 2 | 0 | 1 | 3 | 2 | 0 | 46 | 617 |
| 11:20 AM | 1 | 4 | 1 | 0 | 1 | 3 | 3 | 0 | 1 | 17 | 2 | 0 | 1 | 18 | 2 | 0 | 54 | 614 |
| 11:25 AM | 1 | 4 | 5 | 0 | 1 | 5 | 3 | 0 | 7 | 12 | 5 | 0 | 1 | 14 | 2 | 0 | 60 | 618 |
| 11:30 AM | 5 | 12 | 5 | 0 | 2 | 3 | 2 | 0 | 5 | 10 | 2 | 0 | 0 | 8 | 2 | 0 | 56 | 624 |
| 11:35 AM | 0 | 1 | 0 | 0 | 1 | 3 | 3 | 0 | 1 | 20 | 1 | 0 | 1 | 17 | 6 | 0 | 54 | 615 |
| 11:40 AM | 4 | 4 | 2 | 0 | 0 | 3 | 1 | 0 | 3 | 15 | 1 | 0 | 1 | 10 | 0 | 0 | 44 | 613 |
| 11:45 AM | 0 | 2 | 4 | 0 | 1 | 2 | 4 | 0 | 4 | 14 | 2 | 0 | 1 | 12 | 2 | 0 | 48 | 611 |
| 11:50 AM | 1 | 6 | 1 | 0 | 2 | 8 | 3 | 0 | 1 | 12 | 0 | 0 | 1 | 16 | 1 | 0 | 52 | 619 |
| 11:55 AM | 1 | 5 | 2 | 0 | 4 | 7 | 0 | 0 | 5 | 16 | 1 | 0 | 0 | 12 | 8 | 0 | 61 | 622 |
| 12:00 PM | 3 | 7 | 0 | 0 | 2 | 9 | 2 | 0 | 1 | 6 | 3 | 0 | 0 | 15 | 1 | 0 | 49 | 628 |
| 12:05 PM | 1 | 5 | 0 | 0 | 1 | 2 | 4 | 0 | 4 | 17 | 4 | 0 | 1 | 12 | 2 | 0 | 53 | 634 |
| 12:10 PM | 1 | 2 | 5 | 0 | 1 | 3 | 5 | 0 | 4 | 10 | 0 | 0 | 1 | 11 | 5 | 0 | 48 | 625 |
| 12:15 PM | 0 | 5 | 2 | 0 | 0 | 6 | 3 | 0 | 3 | 10 | 0 | 0 | 0 | 8 | 1 | 0 | 38 | 617 |
| 12:20 PM | 3 | 5 | 1 | 0 | 2 | 3 | 2 | 0 | 4 | 15 | 4 | 0 | 0 | 12 | 7 | 0 | 58 | 621 |
| 12:25 PM | 3 | 5 | 2 | 0 | 1 | 3 | 5 | 0 | 7 | 14 | 3 | 0 | 3 | 5 | 1 | 0 | 52 | 613 |
| 12:30 PM | 0 | 12 | 0 | 0 | 1 | 3 | 1 | 0 | 3 | 13 | 1 | 0 | 1 | 8 | 3 | 0 | 46 | 603 |
| 12:35 PM | 1 | 4 | 1 | 0 | 1 | 3 | 6 | 0 | 2 | 15 | 1 | 0 | 0 | 9 | 0 | 0 | 43 | 592 |
| 12:40 PM | 1 | 1 | 1 | 0 | 2 | 6 | 1 | 0 | 3 | 12 | 1 | 0 | 2 | 10 | 1 | 0 | 41 | 589 |
| 12:45 PM | 2 | 7 | 4 | 0 | 5 | 5 | 2 | 0 | 5 | 17 | 4 | 0 | 0 | 10 | 1 | 0 | 62 | 603 |
| 12:50 PM | 4 | 9 | 1 | 0 | 2 | 4 | 4 | 0 | 5 | 14 | 4 | 0 | 0 | 26 | 2 | 0 | 75 | 626 |
| 12:55 PM | 0 | 5 | 0 | 0 | 1 | 7 | 2 | 0 | 5 | 15 | 1 | 0 | 0 | 16 | 3 | 0 | 55 | 620 |
| 1:00 PM | 1 | 4 | 3 | 0 | 0 | 6 | 4 | 0 | 1 | 11 | 1 | 0 | 0 | 12 | 1 | 0 | 44 | 615 |
| 1:05 PM | 2 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 3 | 13 | 2 | 0 | 0 | 7 | 2 | 0 | 36 | 598 |
| 1:10 PM | 4 | 4 | 3 | 0 | 1 | 3 | 6 | 0 | 1 | 13 | 5 | 0 | 3 | 13 | 1 | 0 | 57 | 607 |
| 1:15 PM | 2 | 5 | 2 | 0 | 0 | 6 | 0 | 0 | 5 | 10 | 6 | 0 | 0 | 11 | 3 | 0 | 50 | 619 |
| 1:20 PM | 1 | 2 | 1 | 0 | 1 | 4 | 6 | 0 | 2 | 12 | 1 | 0 | 2 | 16 | 4 | 0 | 52 | 613 |
| 1:25 PM | 3 | 5 | 0 | 0 | 2 | 2 | 3 | 0 | 3 | 15 | 1 | 0 | 1 | 9 | 2 | 0 | 46 | 607 |
| 1:30 PM | 1 | 6 | 1 | 0 | 8 | 3 | 4 | 0 | 4 | 5 | 1 | 0 | 1 | 12 | 1 | 0 | 47 | 608 |
| 1:35 PM | 0 | 3 | 4 | 0 | 2 | 1 | 1 | 0 | 2 | 14 | 2 | 0 | 1 | 16 | 1 | 0 | 47 | 612 |
| 1:40 PM | 1 | 4 | 1 | 0 | 1 | 4 | 3 | 0 | 4 | 5 | 1 | 0 | 3 | 11 | 4 | 0 | 42 | 613 |
| 1:45 PM | 1 | 4 | 1 | 0 | 1 | 7 | 8 | 0 | 1 | 6 | 0 | 0 | 2 | 18 | 8 | 0 | 57 | 608 |
| 1:50 PM | 2 | 2 | 6 | 0 | 2 | 8 | 2 | 0 | 2 | 10 | 1 | 0 | 1 | 17 | 1 | 0 | 54 | 587 |
| 1:55 PM | 1 | 3 | 0 | 0 | 2 | 6 | 5 | 0 | 3 | 12 | 1 | 0 | 0 | 12 | 1 | 0 | 46 | 578 |
| 2:00 PM | 1 | 5 | 1 | 0 | 3 | 2 | 5 | 0 | 1 | 11 | 1 | 0 | 0 | 12 | 5 | 0 | 47 | 581 |
| 2:05 PM | 3 | 6 | 2 | 0 | 1 | 7 | 3 | 0 | 5 | 20 | 2 | 0 | 1 | 8 | 3 | 0 | 61 | 606 |
| 2:10 PM | 3 | 2 | 2 | 0 | 2 | 1 | 1 | 0 | 4 | 11 | 1 | 0 | 0 | 17 | 2 | 0 | 46 | 595 |
| 2:15 PM | 1 | 6 | 2 | 0 | 2 | 4 | 5 | 0 | 1 | 13 | 3 | 0 | 1 | 17 | 4 | 0 | 59 | 604 |
| 2:20 PM | 1 | 2 | 3 | 0 | 1 | 3 | 1 | 0 | 2 | 14 | 1 | 0 | 1 | 12 | 2 | 0 | 43 | 595 |
| 2:25 PM | 3 | 3 | 2 | 0 | 0 | 1 | 4 | 0 | 3 | 23 | 1 | 0 | 0 | 8 | 2 | 0 | 50 | 599 |
| 2:30 PM | 1 | 1 | 1 | 0 | 5 | 1 | 4 | 0 | 1 | 14 | 3 | 0 | 1 | 8 | 2 | 0 | 42 | 594 |
| 2:35 PM | 1 | 3 | 3 | 0 | 0 | 6 | 3 | 0 | 1 | 17 | 0 | 0 | 1 | 11 | 3 | 0 | 49 | 596 |
| 2:40 PM | 0 | 2 | 3 | 0 | 4 | 4 | 1 | 0 | 5 | 12 | 1 | 0 | 1 | 3 | 3 | 0 | 39 | 593 |
| 2:45 PM | 0 | 4 | 4 | 0 | 2 | 5 | 2 | 0 | 3 | 16 | 1 | 0 | 3 | 11 | 1 | 0 | 52 | 588 |
| 2:50 PM | 1 | 5 | 2 | 0 | 1 | 8 | 5 | 0 | 5 | 13 | 2 | 0 | 1 | 21 | 4 | 0 | 68 | 602 |
| 2:55 PM | 0 | 6 | 1 | 0 | 1 | 4 | 3 | 0 | 2 | 11 | 1 | 0 | 1 | 8 | 2 | 0 | 40 | 596 |
| 3:00 PM | 0 | 7 | 2 | 0 | 2 | 6 | 6 | 0 | 1 | 9 | 1 | 0 | 1 | 12 | 2 | 0 | 49 | 598 |
| 3:05 PM | 3 | 3 | 1 | 0 | 0 | 4 | 2 | 0 | 3 | 10 | 3 | 0 | 0 | 15 | 7 | 0 | 51 | 588 |
| 3:10 PM | 1 | 7 | 2 | 0 | 4 | 2 | 4 | 0 | 7 | 12 | 1 | 0 | 1 | 8 | 5 | 0 | 54 | 596 |
| 3:15 PM | 3 | 4 | 4 | 0 | 2 | 4 | 3 | 0 | 8 | 21 | 0 | 0 | 1 | 18 | 2 | 0 | 70 | 607 |
| 3:20 PM | 1 | 5 | 1 | 0 | 5 | 1 | 2 | 0 | 2 | 11 | 1 | 0 | 0 | 8 | 1 | 0 | 38 | 602 |
| 3:25 PM | 1 | 4 | 2 | 0 | 1 | 9 | 2 | 0 | 2 | 5 | 0 | 0 | 3 | 10 | 2 | 0 | 41 | 593 |
| 3:30 PM | 1 | 9 | 1 | 0 | 1 | 7 | 4 | 0 | 13 | 12 | 1 | 0 | 0 | 9 | 2 | 0 | 60 | 611 |
| 3:35 PM | 3 | 4 | 1 | 0 | 7 | 10 | 3 | 0 | 5 | 11 | 2 | 0 | 0 | 9 | 1 | 0 | 56 | 618 |
| 3:40 PM | 0 | 7 | 3 | 0 | 3 | 2 | 3 | 0 | 4 | 8 | 2 | 0 | 2 | 10 | 1 | 0 | 45 | 624 |
| 3:45 PM | 2 | 2 | 2 | 0 | 0 | 5 | 4 | 0 | 1 | 14 | 1 | 0 | 1 | 11 | 2 | 0 | 45 | 617 |
| 3:50 PM | 0 | 7 | 2 | 0 | 1 | 5 | 2 | 0 | 2 | 9 | 1 | 0 | 2 | 10 | 1 | 0 | 42 | 591 |
| 3:55 PM | 1 | 6 | 4 | 0 | 2 | 5 | 1 | 0 | 1 | 13 | 1 | 0 | 1 | 9 | 1 | 0 | 45 | 596 |
| 4:00 PM | 2 | 3 | 2 | 0 | 3 | 5 | 1 | 0 | 4 | 9 | 1 | 0 | 0 | 7 | 3 | 0 | 40 | 587 |
| 4:05 PM | 0 | 8 | 1 | 0 | 1 | 5 | 1 | 0 | 4 | 11 | 4 | 0 | 4 | 9 | 1 | 0 | 49 | 585 |
| 4:10 PM | 1 | 1 | 1 | 0 | 5 | 7 | 2 | 0 | 7 | 16 | 0 | 0 | 1 | 11 | 1 | 0 | 53 | 584 |
| 4:15 PM | 0 | 4 | 3 | 0 | 0 | 7 | 3 | 0 | 1 | 13 | 2 | 0 | 1 | 10 | 2 | 0 | 46 | 560 |
| 4:20 PM | 2 | 3 | 3 | 0 | 1 | 6 | 1 | 0 | 3 | 4 | 1 | 0 | 0 | 5 | 0 | 0 | 29 | 551 |
| 4:25 PM | 1 | 2 | 3 | 0 | 3 | 8 | 1 | 0 | 2 | 10 | 4 | 0 | 1 | 12 | 1 | 0 | 48 | 558 |

| 5-Min Count Period Beginning At | Kingwood St (Northbound) | | | | Kingwood St (Southbound) | | | | 9th St [999110080] (Eastbound) | | | | 9th St [999110080] (Westbound) | | | | Total | Hourly Totals |
|---------------------------------|--------------------------|------|-------|---|--------------------------|------|-------|---|--------------------------------|------|-------|---|--------------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:30 PM | 1 | 2 | 1 | 0 | 4 | 4 | 1 | 0 | 3 | 19 | 0 | 0 | 1 | 12 | 4 | 0 | 52 | 550 |
| 4:35 PM | 1 | 8 | 1 | 0 | 1 | 9 | 1 | 0 | 1 | 13 | 1 | 0 | 3 | 5 | 1 | 0 | 45 | 539 |
| 4:40 PM | 1 | 5 | 0 | 0 | 1 | 3 | 3 | 0 | 2 | 10 | 0 | 0 | 2 | 15 | 1 | 0 | 43 | 537 |
| 4:45 PM | 1 | 5 | 1 | 0 | 0 | 4 | 2 | 0 | 3 | 13 | 0 | 0 | 1 | 12 | 3 | 0 | 45 | 537 |
| 4:50 PM | 2 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 15 | 1 | 0 | 1 | 11 | 1 | 0 | 39 | 534 |
| 4:55 PM | 2 | 2 | 1 | 0 | 3 | 2 | 7 | 0 | 1 | 16 | 0 | 0 | 1 | 7 | 3 | 0 | 45 | 534 |
| 5:00 PM | 3 | 6 | 1 | 0 | 0 | 6 | 1 | 0 | 1 | 8 | 1 | 0 | 0 | 9 | 4 | 0 | 40 | 534 |
| 5:05 PM | 1 | 3 | 1 | 0 | 1 | 2 | 1 | 0 | 6 | 21 | 2 | 0 | 4 | 9 | 2 | 0 | 53 | 538 |
| 5:10 PM | 2 | 2 | 3 | 0 | 2 | 7 | 1 | 0 | 2 | 15 | 0 | 0 | 0 | 8 | 0 | 0 | 42 | 527 |
| 5:15 PM | 1 | 6 | 2 | 0 | 3 | 5 | 2 | 0 | 1 | 11 | 4 | 0 | 3 | 12 | 5 | 0 | 55 | 536 |
| 5:20 PM | 0 | 6 | 3 | 0 | 1 | 5 | 2 | 0 | 3 | 6 | 0 | 0 | 0 | 9 | 1 | 0 | 36 | 543 |
| 5:25 PM | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 8 | 9 | 4 | 0 | 3 | 7 | 1 | 0 | 40 | 535 |
| 5:30 PM | 0 | 4 | 2 | 0 | 4 | 4 | 1 | 0 | 2 | 7 | 0 | 0 | 1 | 8 | 4 | 0 | 37 | 520 |
| 5:35 PM | 2 | 3 | 3 | 0 | 1 | 2 | 2 | 0 | 5 | 9 | 2 | 0 | 1 | 12 | 1 | 0 | 43 | 518 |
| 5:40 PM | 1 | 1 | 1 | 0 | 0 | 4 | 2 | 0 | 2 | 8 | 1 | 0 | 1 | 11 | 0 | 0 | 32 | 507 |
| 5:45 PM | 0 | 6 | 1 | 0 | 1 | 4 | 2 | 0 | 1 | 8 | 1 | 0 | 0 | 13 | 0 | 0 | 37 | 499 |
| 5:50 PM | 0 | 1 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 5 | 0 | 0 | 1 | 12 | 2 | 0 | 31 | 491 |
| 5:55 PM | 1 | 5 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 7 | 3 | 0 | 30 | 476 |
| 6:00 PM | 1 | 1 | 6 | 0 | 1 | 1 | 1 | 0 | 1 | 7 | 0 | 0 | 1 | 4 | 1 | 0 | 25 | 461 |
| 6:05 PM | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 3 | 0 | 0 | 1 | 7 | 1 | 0 | 18 | 426 |
| 6:10 PM | 1 | 1 | 3 | 0 | 1 | 1 | 1 | 0 | 1 | 10 | 2 | 0 | 1 | 11 | 1 | 0 | 34 | 418 |
| 6:15 PM | 2 | 4 | 1 | 0 | 2 | 1 | 2 | 0 | 2 | 5 | 0 | 0 | 2 | 8 | 1 | 0 | 30 | 393 |
| 6:20 PM | 0 | 1 | 4 | 0 | 1 | 3 | 1 | 0 | 3 | 4 | 2 | 0 | 2 | 4 | 3 | 0 | 28 | 385 |
| 6:25 PM | 1 | 2 | 1 | 0 | 0 | 3 | 1 | 0 | 3 | 4 | 0 | 0 | 3 | 10 | 0 | 0 | 28 | 373 |
| 6:30 PM | 0 | 1 | 3 | 0 | 2 | 1 | 3 | 0 | 1 | 6 | 0 | 0 | 2 | 17 | 1 | 0 | 37 | 373 |
| 6:35 PM | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 9 | 0 | 0 | 1 | 9 | 0 | 0 | 26 | 356 |
| 6:40 PM | 0 | 2 | 2 | 0 | 4 | 2 | 4 | 0 | 0 | 3 | 0 | 0 | 3 | 9 | 0 | 0 | 29 | 353 |
| 6:45 PM | 0 | 1 | 0 | 0 | 0 | 1 | 5 | 0 | 3 | 5 | 1 | 0 | 0 | 8 | 2 | 0 | 26 | 342 |
| 6:50 PM | 0 | 4 | 0 | 0 | 3 | 1 | 1 | 0 | 4 | 12 | 2 | 0 | 2 | 9 | 0 | 0 | 38 | 349 |
| 6:55 PM | 0 | 2 | 0 | 0 | 1 | 1 | 4 | 0 | 1 | 5 | 0 | 0 | 0 | 3 | 5 | 0 | 22 | 341 |
| 7:00 PM | 1 | 4 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 5 | 0 | 0 | 1 | 6 | 1 | 0 | 22 | 338 |
| 7:05 PM | 1 | 1 | 0 | 0 | 0 | 3 | 3 | 0 | 1 | 2 | 0 | 0 | 1 | 3 | 1 | 0 | 16 | 336 |
| 7:10 PM | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 5 | 0 | 0 | 2 | 6 | 0 | 0 | 17 | 319 |
| 7:15 PM | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 5 | 7 | 1 | 0 | 1 | 9 | 1 | 0 | 28 | 317 |
| 7:20 PM | 0 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 4 | 0 | 0 | 1 | 2 | 0 | 0 | 18 | 307 |
| 7:25 PM | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 4 | 1 | 0 | 14 | 293 |
| 7:30 PM | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 14 | 270 |
| 7:35 PM | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 6 | 0 | 0 | 14 | 258 |
| 7:40 PM | 1 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 13 | 242 |
| 7:45 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 | 1 | 0 | 14 | 230 |
| 7:50 PM | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 12 | 204 |
| 7:55 PM | 1 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 2 | 0 | 14 | 196 |
| 8:00 PM | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | 0 | 0 | 1 | 2 | 0 | 0 | 14 | 188 |
| 8:05 PM | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 4 | 0 | 0 | 10 | 182 |
| 8:10 PM | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 2 | 0 | 0 | 12 | 177 |
| 8:15 PM | 1 | 3 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 3 | 0 | 20 | 169 |
| 8:20 PM | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 3 | 2 | 0 | 16 | 167 |
| 8:25 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 9 | 162 |
| 8:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 154 |
| 8:35 PM | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 3 | 3 | 0 | 0 | 16 | 156 |
| 8:40 PM | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 9 | 152 |
| 8:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 2 | 0 | 11 | 149 |
| 8:50 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 1 | 0 | 7 | 144 |
| 8:55 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 134 |
| 9:00 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 8 | 128 |
| 9:05 PM | 0 | 1 | 0 | 0 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 9 | 127 |
| 9:10 PM | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 8 | 123 |
| 9:15 PM | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 9 | 112 |
| 9:20 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 8 | 104 |
| 9:25 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 96 |
| 9:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 95 |
| 9:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 2 | 3 | 1 | 0 | 10 | 89 |
| 9:40 PM | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 13 | 93 |
| 9:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 85 |
| 9:50 PM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 11 | 89 |
| 9:55 PM | 0 | 0 | 1 | 0 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 9 | 94 |
| 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 | 80 | 44 | 0 | 16 | 44 | 32 | 0 | 52 | 156 | 36 | 0 | 8 | 160 | 24 | 0 | 680 | |
| Heavy Trucks | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 28 | |
| Buses | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Bicycles | | | | | | | | | | | | | | | | | | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

LOCATION: Oak St -- 35th St [999110393]
CITY/STATE: Florence, OR

QC JOB #: 16201901
DATE: Tue, May 16 2023

Peak-Hour: 3:25 PM -- 4:25 PM
Peak 15-Min: 3:25 PM -- 3:40 PM



| 5-Min Count Period Beginning At | Oak St (Northbound) | | | | Oak St (Southbound) | | | | 35th St [999110393] (Eastbound) | | | | 35th St [999110393] (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 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | |
| 6:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | |
| 6:10 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 5 | |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | |
| 6:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | |
| 6:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | |
| 6:30 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 7 | |
| 6:35 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | |
| 6:40 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 11 | |
| 6:45 AM | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 13 | |
| 6:50 AM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 7 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 14 | |
| 6:55 AM | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 10 | 93 |
| 7:00 AM | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 5 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 13 | 102 |
| 7:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 10 | 108 |
| 7:10 AM | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 7 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 16 | 119 |
| 7:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 9 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 19 | 131 |
| 7:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 6 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 13 | 139 |
| 7:25 AM | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 7 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 20 | 152 |
| 7:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 9 | 5 | 0 | 1 | 6 | 0 | 0 | 0 | 23 | 168 |
| 7:35 AM | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 4 | 5 | 0 | 3 | 6 | 0 | 0 | 0 | 25 | 187 |
| 7:40 AM | 3 | 1 | 1 | 0 | 0 | 3 | 4 | 0 | 3 | 5 | 5 | 0 | 0 | 6 | 1 | 0 | 0 | 32 | 208 |
| 7:45 AM | 0 | 2 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 10 | 2 | 0 | 3 | 4 | 1 | 0 | 0 | 28 | 223 |
| 7:50 AM | 3 | 1 | 0 | 0 | 1 | 6 | 1 | 0 | 3 | 7 | 3 | 0 | 0 | 8 | 2 | 0 | 0 | 35 | 244 |
| 7:55 AM | 1 | 3 | 3 | 0 | 1 | 1 | 6 | 0 | 4 | 14 | 5 | 0 | 4 | 8 | 0 | 0 | 0 | 50 | 284 |
| 8:00 AM | 2 | 2 | 2 | 0 | 3 | 4 | 3 | 0 | 3 | 4 | 7 | 0 | 1 | 6 | 0 | 0 | 0 | 37 | 308 |
| 8:05 AM | 2 | 3 | 5 | 0 | 0 | 1 | 1 | 0 | 2 | 6 | 6 | 0 | 2 | 6 | 0 | 0 | 0 | 34 | 332 |
| 8:10 AM | 3 | 1 | 2 | 0 | 1 | 4 | 3 | 0 | 1 | 8 | 6 | 0 | 0 | 7 | 1 | 0 | 0 | 37 | 353 |
| 8:15 AM | 4 | 3 | 3 | 0 | 1 | 1 | 3 | 0 | 5 | 18 | 1 | 0 | 1 | 10 | 1 | 0 | 0 | 51 | 385 |
| 8:20 AM | 1 | 3 | 2 | 0 | 1 | 2 | 4 | 0 | 2 | 5 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 28 | 400 |
| 8:25 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 14 | 4 | 0 | 0 | 7 | 0 | 0 | 0 | 32 | 412 |
| 8:30 AM | 2 | 0 | 2 | 0 | 1 | 3 | 5 | 0 | 0 | 10 | 0 | 0 | 1 | 12 | 0 | 0 | 0 | 36 | 425 |
| 8:35 AM | 1 | 0 | 1 | 0 | 1 | 4 | 3 | 0 | 7 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 25 | 425 |
| 8:40 AM | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 15 | 2 | 0 | 0 | 13 | 0 | 0 | 0 | 36 | 429 |
| 8:45 AM | 2 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 4 | 16 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 34 | 435 |
| 8:50 AM | 0 | 5 | 1 | 0 | 0 | 0 | 3 | 0 | 4 | 15 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 35 | 435 |
| 8:55 AM | 0 | 0 | 2 | 0 | 1 | 2 | 3 | 0 | 1 | 16 | 2 | 0 | 0 | 5 | 2 | 0 | 0 | 34 | 419 |
| 9:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 12 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 29 | 411 |
| 9:05 AM | 0 | 3 | 3 | 0 | 0 | 2 | 4 | 0 | 1 | 13 | 1 | 0 | 2 | 3 | 2 | 0 | 0 | 34 | 411 |
| 9:10 AM | 1 | 1 | 1 | 0 | 2 | 0 | 3 | 0 | 2 | 8 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 25 | 399 |

| 5-Min Count Period Beginning At | Oak St (Northbound) | | | | Oak St (Southbound) | | | | 35th St [999110393] (Eastbound) | | | | 35th St [999110393] (Westbound) | | | | Total | Hourly Totals |
|---------------------------------|---------------------|------|-------|---|---------------------|------|-------|---|---------------------------------|------|-------|---|---------------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 9:15 AM | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 18 | 0 | 0 | 0 | 8 | 0 | 0 | 35 | 383 |
| 9:20 AM | 2 | 1 | 1 | 0 | 1 | 0 | 5 | 0 | 4 | 8 | 0 | 0 | 1 | 9 | 1 | 0 | 33 | 388 |
| 9:25 AM | 0 | 1 | 0 | 0 | 2 | 0 | 5 | 0 | 6 | 11 | 3 | 0 | 1 | 11 | 1 | 0 | 41 | 397 |
| 9:30 AM | 2 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 4 | 14 | 0 | 0 | 1 | 9 | 0 | 0 | 35 | 396 |
| 9:35 AM | 2 | 1 | 1 | 0 | 1 | 2 | 3 | 0 | 2 | 15 | 2 | 0 | 0 | 16 | 0 | 0 | 45 | 416 |
| 9:40 AM | 6 | 1 | 3 | 0 | 0 | 1 | 7 | 0 | 5 | 13 | 3 | 0 | 2 | 9 | 1 | 0 | 51 | 431 |
| 9:45 AM | 1 | 4 | 1 | 0 | 2 | 0 | 2 | 0 | 4 | 11 | 0 | 0 | 0 | 4 | 0 | 0 | 29 | 426 |
| 9:50 AM | 1 | 1 | 1 | 0 | 1 | 2 | 4 | 0 | 3 | 17 | 2 | 0 | 1 | 12 | 1 | 0 | 46 | 437 |
| 9:55 AM | 0 | 1 | 2 | 0 | 0 | 0 | 6 | 0 | 3 | 8 | 1 | 0 | 0 | 9 | 0 | 0 | 30 | 433 |
| 10:00 AM | 0 | 3 | 1 | 0 | 1 | 2 | 1 | 0 | 3 | 16 | 0 | 0 | 1 | 9 | 0 | 0 | 37 | 441 |
| 10:05 AM | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 19 | 0 | 0 | 1 | 8 | 0 | 0 | 35 | 442 |
| 10:10 AM | 1 | 0 | 0 | 0 | 0 | 2 | 10 | 0 | 2 | 14 | 2 | 0 | 0 | 10 | 0 | 0 | 41 | 458 |
| 10:15 AM | 4 | 1 | 2 | 0 | 0 | 1 | 6 | 0 | 5 | 14 | 1 | 0 | 0 | 11 | 1 | 0 | 46 | 469 |
| 10:20 AM | 2 | 1 | 4 | 0 | 1 | 0 | 5 | 0 | 2 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 35 | 471 |
| 10:25 AM | 1 | 0 | 1 | 0 | 1 | 1 | 3 | 0 | 2 | 11 | 0 | 0 | 0 | 11 | 1 | 0 | 32 | 462 |
| 10:30 AM | 1 | 4 | 2 | 0 | 0 | 1 | 3 | 0 | 3 | 12 | 1 | 0 | 0 | 10 | 0 | 0 | 37 | 464 |
| 10:35 AM | 4 | 0 | 0 | 0 | 2 | 1 | 5 | 0 | 2 | 8 | 1 | 0 | 1 | 8 | 0 | 0 | 32 | 451 |
| 10:40 AM | 2 | 2 | 1 | 0 | 1 | 1 | 3 | 0 | 8 | 14 | 2 | 0 | 2 | 13 | 1 | 0 | 50 | 450 |
| 10:45 AM | 0 | 2 | 2 | 0 | 1 | 2 | 3 | 0 | 5 | 17 | 2 | 0 | 1 | 12 | 0 | 0 | 47 | 468 |
| 10:50 AM | 5 | 1 | 4 | 0 | 2 | 1 | 4 | 0 | 1 | 13 | 0 | 0 | 0 | 10 | 0 | 0 | 41 | 463 |
| 10:55 AM | 0 | 2 | 3 | 0 | 1 | 2 | 2 | 0 | 7 | 11 | 3 | 0 | 0 | 14 | 0 | 0 | 45 | 478 |
| 11:00 AM | 1 | 2 | 2 | 0 | 1 | 0 | 2 | 0 | 5 | 11 | 1 | 0 | 0 | 15 | 0 | 0 | 40 | 481 |
| 11:05 AM | 1 | 3 | 1 | 0 | 1 | 1 | 6 | 0 | 10 | 14 | 2 | 0 | 0 | 14 | 1 | 0 | 54 | 500 |
| 11:10 AM | 1 | 4 | 2 | 0 | 1 | 1 | 11 | 0 | 7 | 14 | 0 | 0 | 0 | 9 | 0 | 0 | 50 | 509 |
| 11:15 AM | 1 | 1 | 1 | 0 | 0 | 3 | 3 | 0 | 3 | 13 | 3 | 0 | 0 | 6 | 1 | 0 | 35 | 498 |
| 11:20 AM | 3 | 1 | 0 | 0 | 1 | 0 | 6 | 0 | 6 | 13 | 0 | 0 | 0 | 13 | 1 | 0 | 44 | 507 |
| 11:25 AM | 6 | 5 | 8 | 0 | 2 | 1 | 5 | 0 | 5 | 15 | 2 | 0 | 0 | 10 | 0 | 0 | 59 | 534 |
| 11:30 AM | 3 | 5 | 3 | 0 | 0 | 2 | 7 | 0 | 4 | 13 | 1 | 0 | 0 | 12 | 0 | 0 | 50 | 547 |
| 11:35 AM | 1 | 0 | 2 | 0 | 0 | 1 | 10 | 0 | 6 | 8 | 1 | 0 | 0 | 10 | 1 | 0 | 40 | 555 |
| 11:40 AM | 0 | 3 | 1 | 0 | 0 | 3 | 4 | 0 | 4 | 16 | 1 | 0 | 0 | 13 | 0 | 0 | 45 | 550 |
| 11:45 AM | 1 | 2 | 2 | 0 | 2 | 3 | 9 | 0 | 7 | 16 | 1 | 0 | 0 | 11 | 2 | 0 | 56 | 559 |
| 11:50 AM | 1 | 3 | 3 | 0 | 1 | 4 | 5 | 0 | 3 | 13 | 3 | 0 | 0 | 13 | 0 | 0 | 49 | 567 |
| 11:55 AM | 1 | 2 | 2 | 0 | 1 | 0 | 6 | 0 | 6 | 17 | 1 | 0 | 0 | 11 | 2 | 0 | 49 | 571 |
| 12:00 PM | 0 | 4 | 2 | 0 | 2 | 2 | 4 | 0 | 4 | 22 | 0 | 0 | 1 | 14 | 1 | 0 | 56 | 587 |
| 12:05 PM | 2 | 1 | 4 | 0 | 0 | 2 | 2 | 0 | 5 | 16 | 1 | 0 | 0 | 12 | 0 | 0 | 45 | 578 |
| 12:10 PM | 3 | 2 | 4 | 0 | 1 | 0 | 6 | 0 | 4 | 17 | 1 | 0 | 0 | 12 | 1 | 0 | 51 | 579 |
| 12:15 PM | 1 | 0 | 4 | 0 | 1 | 2 | 10 | 0 | 4 | 25 | 0 | 0 | 0 | 16 | 1 | 0 | 64 | 608 |
| 12:20 PM | 2 | 2 | 1 | 0 | 1 | 0 | 6 | 0 | 4 | 22 | 0 | 0 | 0 | 21 | 0 | 0 | 59 | 623 |
| 12:25 PM | 1 | 1 | 1 | 0 | 1 | 1 | 4 | 0 | 5 | 19 | 1 | 0 | 0 | 12 | 0 | 0 | 46 | 610 |
| 12:30 PM | 3 | 2 | 1 | 0 | 2 | 3 | 4 | 0 | 6 | 20 | 2 | 0 | 0 | 16 | 1 | 0 | 60 | 620 |
| 12:35 PM | 3 | 1 | 0 | 0 | 2 | 1 | 5 | 0 | 4 | 16 | 3 | 0 | 0 | 8 | 1 | 0 | 44 | 624 |
| 12:40 PM | 1 | 1 | 0 | 0 | 0 | 1 | 5 | 0 | 4 | 8 | 0 | 0 | 0 | 11 | 0 | 0 | 31 | 610 |
| 12:45 PM | 3 | 2 | 2 | 0 | 0 | 2 | 4 | 0 | 2 | 23 | 2 | 0 | 1 | 15 | 1 | 0 | 57 | 611 |
| 12:50 PM | 0 | 1 | 5 | 0 | 1 | 0 | 11 | 0 | 3 | 23 | 2 | 0 | 0 | 6 | 1 | 0 | 53 | 615 |
| 12:55 PM | 1 | 0 | 2 | 0 | 1 | 1 | 9 | 0 | 6 | 15 | 2 | 0 | 0 | 14 | 3 | 0 | 54 | 620 |
| 1:00 PM | 1 | 3 | 3 | 0 | 0 | 2 | 2 | 0 | 7 | 14 | 4 | 0 | 0 | 12 | 1 | 0 | 49 | 613 |
| 1:05 PM | 0 | 1 | 1 | 0 | 0 | 0 | 12 | 0 | 3 | 20 | 1 | 0 | 1 | 12 | 0 | 0 | 51 | 619 |
| 1:10 PM | 2 | 1 | 2 | 0 | 1 | 0 | 3 | 0 | 7 | 8 | 1 | 0 | 0 | 17 | 0 | 0 | 42 | 610 |
| 1:15 PM | 4 | 0 | 1 | 0 | 1 | 0 | 7 | 0 | 3 | 12 | 1 | 0 | 0 | 16 | 0 | 0 | 45 | 591 |
| 1:20 PM | 2 | 2 | 1 | 0 | 0 | 1 | 4 | 0 | 5 | 20 | 1 | 0 | 0 | 15 | 0 | 0 | 51 | 583 |
| 1:25 PM | 1 | 3 | 2 | 0 | 2 | 3 | 7 | 0 | 5 | 10 | 1 | 0 | 1 | 12 | 0 | 0 | 47 | 584 |
| 1:30 PM | 0 | 1 | 2 | 0 | 1 | 2 | 6 | 0 | 4 | 10 | 2 | 0 | 0 | 15 | 0 | 0 | 43 | 567 |
| 1:35 PM | 1 | 1 | 2 | 0 | 3 | 0 | 7 | 0 | 9 | 13 | 2 | 0 | 1 | 18 | 0 | 0 | 57 | 580 |
| 1:40 PM | 3 | 4 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 15 | 1 | 0 | 1 | 20 | 1 | 0 | 51 | 600 |
| 1:45 PM | 1 | 1 | 2 | 0 | 0 | 3 | 14 | 0 | 3 | 10 | 2 | 0 | 1 | 16 | 1 | 0 | 54 | 597 |
| 1:50 PM | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 3 | 18 | 1 | 0 | 3 | 13 | 0 | 0 | 42 | 586 |
| 1:55 PM | 3 | 2 | 1 | 0 | 1 | 0 | 8 | 0 | 3 | 10 | 0 | 0 | 1 | 11 | 1 | 0 | 41 | 573 |
| 2:00 PM | 3 | 5 | 2 | 0 | 2 | 1 | 4 | 0 | 7 | 11 | 1 | 0 | 1 | 6 | 0 | 0 | 43 | 567 |
| 2:05 PM | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 0 | 4 | 10 | 2 | 0 | 2 | 10 | 0 | 0 | 34 | 550 |
| 2:10 PM | 4 | 0 | 1 | 0 | 1 | 1 | 4 | 0 | 3 | 5 | 3 | 0 | 0 | 15 | 0 | 0 | 37 | 545 |
| 2:15 PM | 1 | 2 | 3 | 0 | 2 | 3 | 4 | 0 | 6 | 12 | 2 | 0 | 1 | 13 | 0 | 0 | 49 | 549 |
| 2:20 PM | 0 | 1 | 1 | 0 | 2 | 1 | 8 | 0 | 3 | 11 | 0 | 0 | 1 | 7 | 0 | 0 | 35 | 533 |
| 2:25 PM | 1 | 0 | 1 | 0 | 2 | 1 | 10 | 0 | 3 | 16 | 2 | 0 | 0 | 10 | 0 | 0 | 46 | 532 |
| 2:30 PM | 3 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 8 | 1 | 0 | 0 | 11 | 1 | 0 | 28 | 517 |
| 2:35 PM | 4 | 0 | 2 | 0 | 3 | 2 | 4 | 0 | 2 | 14 | 1 | 0 | 0 | 5 | 0 | 0 | 37 | 497 |
| 2:40 PM | 0 | 1 | 3 | 0 | 0 | 1 | 5 | 0 | 3 | 12 | 3 | 0 | 0 | 7 | 0 | 0 | 35 | 481 |
| 2:45 PM | 1 | 0 | 1 | 0 | 2 | 2 | 4 | 0 | 4 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 36 | 463 |
| 2:50 PM | 1 | 0 | 2 | 0 | 0 | 3 | 3 | 0 | 7 | 13 | 0 | 0 | 0 | 18 | 2 | 0 | 49 | 470 |
| 2:55 PM | 1 | 3 | 4 | 0 | 1 | 2 | 2 | 0 | 6 | 17 | 1 | 0 | 1 | 8 | 0 | 0 | 46 | 475 |
| 3:00 PM | 5 | 1 | 1 | 0 | 1 | 2 | 6 | 0 | 2 | 15 | 0 | 0 | 0 | 14 | 1 | 0 | 48 | 480 |
| 3:05 PM | 2 | 2 | 2 | 0 | 0 | 1 | 9 | 0 | 3 | 8 | 3 | 0 | 0 | 16 | 1 | 0 | 47 | 493 |
| 3:10 PM | 0 | 1 | 5 | 0 | 0 | 3 | 2 | 0 | 10 | 12 | 1 | 0 | 1 | 12 | 1 | 0 | 48 | 504 |
| 3:15 PM | 3 | 2 | 1 | 0 | 2 | 1 | 3 | 0 | 2 | 14 | 1 | 0 | 1 | 11 | 1 | 0 | 42 | 497 |
| 3:20 PM | 1 | 3 | 1 | 0 | 0 | 1 | 7 | 0 | 2 | 14 | 2 | 0 | 1 | 12 | 0 | 0 | 44 | 506 |
| 3:25 PM | 5 | 5 | 9 | 0 | 1 | 1 | 7 | 0 | 3 | 21 | 3 | 0 | 0 | 12 | 1 | 0 | 68 | 528 |
| 3:30 PM | 8 | 10 | 2 | 0 | 1 | 0 | 4 | 0 | 7 | 14 | 2 | 0 | 0 | 14 | 0 | 0 | 62 | 562 |
| 3:35 PM | 5 | 3 | 4 | 0 | 2 | 1 | 3 | 0 | 5 | 17 | 3 | 0 | 0 | 9 | 0 | 0 | 52 | 577 |
| 3:40 PM | 4 | 3 | 4 | 0 | 0 | 0 | 10 | 0 | 9 | 20 | 0 | 0 | 1 | 12 | 1 | 0 | 64 | 606 |
| 3:45 PM | 3 | 2 | 2 | 0 | 0 | 1 | 9 | 0 | 6 | 13 | 0 | 0 | 0 | 17 | 0 | 0 | 53 | 623 |
| 3:50 PM | 2 | 4 | 1 | 0 | 1 | 1 | 3 | 0 | 6 | 18 | 0 | 0 | 0 | 14 | 0 | 0 | 50 | 624 |
| 3:55 PM | 0 | 1 | 2 | 0 | 1 | 2 | 2 | 0 | 8 | 15 | 1 | 0 | 0 | 12 | 1 | 0 | 45 | 623 |
| 4:00 PM | 4 | 3 | 1 | 0 | 1 | 2 | 4 | 0 | 4 | 11 | 0 | 0 | 0 | 14 | 0 | 0 | 44 | 619 |
| 4:05 PM | 4 | 1 | 4 | 0 | 3 | 4 | 10 | 0 | 4 | 18 | 1 | 0 | 0 | 14 | 1 | 0 | 64 | 636 |
| 4:10 PM | 2 | 3 | 0 | 0 | 0 | 1 | 5 | 0 | 4 | 13 | 0 | 0 | 0 | 13 | 4 | 0 | 45 | 633 |
| 4:15 PM | 3 | 3 | 1 | 0 | 3 | 1 | 5 | 0 | 3 | 10 | 2 | 0 | 0 | 13 | 0 | 0 | 44 | 635 |
| 4:20 PM | 0 | 2 | 2 | 0 | 1 | 1 | 4 | 0 | 9 | 15 | 1 | 0 | 0 | 13 | 0 | 0 | 48 | 639 |
| 4:25 PM | 2 | 1 | 2 | 0 | 2 | 0 | 6 | 0 | 1 | 8 | 1 | 0 | 0 | 3 | 0 | 0 | 26 | 597 |

| 5-Min Count Period Beginning At | Oak St (Northbound) | | | | Oak St (Southbound) | | | | 35th St [999110393] (Eastbound) | | | | 35th St [999110393] (Westbound) | | | | Total | Hourly Totals |
|---------------------------------|---------------------|------|-------|---|---------------------|------|-------|---|---------------------------------|------|-------|---|---------------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:30 PM | 1 | 3 | 1 | 0 | 2 | 3 | 6 | 0 | 4 | 16 | 1 | 0 | 0 | 7 | 0 | 0 | 44 | 579 |
| 4:35 PM | 4 | 3 | 1 | 0 | 1 | 1 | 5 | 0 | 4 | 9 | 0 | 0 | 0 | 11 | 1 | 0 | 40 | 567 |
| 4:40 PM | 2 | 1 | 2 | 0 | 2 | 1 | 2 | 0 | 5 | 15 | 1 | 0 | 0 | 14 | 0 | 0 | 45 | 548 |
| 4:45 PM | 1 | 4 | 2 | 0 | 0 | 1 | 1 | 0 | 8 | 16 | 0 | 0 | 0 | 11 | 1 | 0 | 45 | 540 |
| 4:50 PM | 3 | 1 | 2 | 0 | 0 | 2 | 2 | 0 | 3 | 18 | 1 | 0 | 0 | 8 | 0 | 0 | 40 | 530 |
| 4:55 PM | 2 | 4 | 1 | 0 | 2 | 1 | 4 | 0 | 6 | 16 | 0 | 0 | 1 | 15 | 2 | 0 | 54 | 539 |
| 5:00 PM | 2 | 1 | 3 | 0 | 1 | 1 | 5 | 0 | 9 | 15 | 1 | 0 | 1 | 13 | 0 | 0 | 52 | 547 |
| 5:05 PM | 0 | 1 | 5 | 0 | 1 | 0 | 15 | 0 | 3 | 20 | 0 | 0 | 0 | 10 | 0 | 0 | 55 | 538 |
| 5:10 PM | 1 | 4 | 4 | 0 | 1 | 2 | 8 | 0 | 8 | 11 | 1 | 0 | 0 | 14 | 2 | 0 | 56 | 549 |
| 5:15 PM | 0 | 0 | 4 | 0 | 2 | 2 | 4 | 0 | 2 | 11 | 0 | 0 | 0 | 10 | 3 | 0 | 38 | 543 |
| 5:20 PM | 1 | 2 | 2 | 0 | 1 | 3 | 2 | 0 | 8 | 10 | 1 | 0 | 0 | 8 | 1 | 0 | 39 | 534 |
| 5:25 PM | 2 | 4 | 2 | 0 | 0 | 5 | 5 | 0 | 1 | 15 | 1 | 0 | 0 | 7 | 0 | 0 | 42 | 550 |
| 5:30 PM | 2 | 1 | 1 | 0 | 0 | 2 | 5 | 0 | 3 | 7 | 2 | 0 | 1 | 7 | 1 | 0 | 32 | 538 |
| 5:35 PM | 3 | 3 | 3 | 0 | 1 | 3 | 9 | 0 | 4 | 2 | 1 | 0 | 0 | 6 | 2 | 0 | 37 | 535 |
| 5:40 PM | 1 | 1 | 2 | 0 | 1 | 3 | 3 | 0 | 3 | 11 | 0 | 0 | 0 | 6 | 0 | 0 | 31 | 521 |
| 5:45 PM | 1 | 0 | 1 | 0 | 0 | 1 | 7 | 0 | 4 | 11 | 0 | 0 | 1 | 7 | 1 | 0 | 34 | 510 |
| 5:50 PM | 1 | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 12 | 2 | 0 | 0 | 14 | 0 | 0 | 37 | 507 |
| 5:55 PM | 0 | 1 | 1 | 0 | 0 | 1 | 5 | 0 | 1 | 4 | 0 | 0 | 0 | 8 | 1 | 0 | 22 | 475 |
| 6:00 PM | 3 | 2 | 0 | 0 | 2 | 2 | 2 | 0 | 5 | 6 | 1 | 0 | 0 | 8 | 0 | 0 | 31 | 454 |
| 6:05 PM | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 13 | 2 | 0 | 0 | 13 | 2 | 0 | 37 | 436 |
| 6:10 PM | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 6 | 13 | 0 | 0 | 0 | 8 | 0 | 0 | 32 | 412 |
| 6:15 PM | 2 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 5 | 5 | 0 | 0 | 0 | 8 | 1 | 0 | 25 | 399 |
| 6:20 PM | 1 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 4 | 9 | 3 | 0 | 0 | 4 | 0 | 0 | 26 | 386 |
| 6:25 PM | 0 | 0 | 2 | 0 | 1 | 1 | 3 | 0 | 3 | 5 | 1 | 0 | 0 | 9 | 0 | 0 | 25 | 369 |
| 6:30 PM | 1 | 2 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 7 | 1 | 0 | 22 | 359 |
| 6:35 PM | 2 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 10 | 0 | 0 | 0 | 16 | 0 | 0 | 36 | 358 |
| 6:40 PM | 1 | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 5 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 28 | 355 |
| 6:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 14 | 335 |
| 6:50 PM | 3 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 15 | 313 |
| 6:55 PM | 1 | 1 | 1 | 0 | 0 | 2 | 3 | 0 | 1 | 10 | 1 | 0 | 0 | 4 | 0 | 0 | 24 | 315 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 10 | 1 | 0 | 0 | 8 | 1 | 0 | 23 | 307 |
| 7:05 PM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 7 | 0 | 0 | 0 | 8 | 1 | 0 | 20 | 290 |
| 7:10 PM | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 4 | 1 | 0 | 1 | 5 | 0 | 0 | 17 | 275 |
| 7:15 PM | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 3 | 0 | 0 | 15 | 265 |
| 7:20 PM | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 5 | 1 | 0 | 0 | 0 | 6 | 1 | 0 | 18 | 257 |
| 7:25 PM | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 5 | 0 | 0 | 1 | 2 | 1 | 0 | 14 | 246 |
| 7:30 PM | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 8 | 0 | 0 | 20 | 244 |
| 7:35 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 7 | 215 |
| 7:40 PM | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 13 | 200 |
| 7:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 2 | 1 | 0 | 0 | 4 | 0 | 0 | 12 | 198 |
| 7:50 PM | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 190 |
| 7:55 PM | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 3 | 1 | 0 | 0 | 6 | 0 | 0 | 18 | 184 |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 11 | 172 |
| 8:05 PM | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 2 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 12 | 164 |
| 8:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 4 | 0 | 0 | 7 | 154 |
| 8:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 12 | 151 |
| 8:20 PM | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 17 | 150 |
| 8:25 PM | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 12 | 148 |
| 8:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 7 | 1 | 0 | 14 | 142 |
| 8:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 10 | 145 |
| 8:40 PM | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 10 | 142 |
| 8:45 PM | 0 | 1 | 1 | 0 | 0 | 1 | 3 | 0 | 2 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 15 | 145 |
| 8:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 7 | 145 |
| 8:55 PM | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 8 | 135 |
| 9:00 PM | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 13 | 137 |
| 9:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 5 | 0 | 0 | 10 | 135 |
| 9:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 1 | 0 | 0 | 5 | 0 | 0 | 13 | 141 |
| 9:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 136 |
| 9:20 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 6 | 125 |
| 9:25 PM | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 10 | 123 |
| 9:30 PM | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 8 | 117 |
| 9:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 6 | 0 | 0 | 10 | 117 |
| 9:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 109 |
| 9:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 102 |
| 9:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 97 |
| 9:55 PM | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 10 | 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 | 72 | 60 | 0 | 16 | 8 | 56 | 0 | 60 | 208 | 32 | 0 | 0 | 140 | 4 | 0 | 728 | |
| Heavy Trucks | 0 | 8 | 8 | | 0 | 0 | 0 | | 4 | 4 | 0 | | 0 | 4 | 0 | | 28 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 20 | | | | 0 | | | 20 | |
| Bicycles | 0 | 0 | 0 | | 0 | 4 | 0 | | 0 | 0 | 0 | | 0 | 0 | 4 | | 8 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | | |

**ATTACHMENT B: JUNE 2021
TRAFFIC CONDITIONS
WORKSHEETS**

June 2021 Traffic Counts
14: Rhododendron Drive & 35th Street

Peak Hour
10/11/2023

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 6 | | | | | |
| 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 | 13 | 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 |
| Stage 1 | 96 | - | - | - | - |
| Stage 2 | 301 | - | - | - | - |
| Critical Hdwy | 6.84 | 6.33 | - | - | 4.43 |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - |
| Follow-up Hdwy | 3.896 | 3.417 | - | - | 2.497 |
| Pot Cap-1 Maneuver | 535 | 929 | - | - | 1294 |
| Stage 1 | 833 | - | - | - | - |
| Stage 2 | 664 | - | - | - | - |
| Platoon blocked, % | | | | | |
| Mov Cap-1 Maneuver | 488 | 927 | - | - | 1294 |
| Mov Cap-2 Maneuver | 488 | - | - | - | - |
| Stage 1 | 833 | - | - | - | - |
| Stage 2 | 606 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 11.2 | 0 | 4.5 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|------|-------|
| Capacity (veh/h) | - | - | 773 | 1294 |
| HCM Lane V/C Ratio | - | - | 0.25 | 0.083 |
| HCM Control Delay (s) | - | - | 11.2 | 8 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 1 | 0.3 |

June 2021 Traffic Counts
15: Rhododendron Drive & 9th Street

Peak Hour
10/11/2023

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.5 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 73 | 65 | 2 | 72 | 75 |
| Future Vol, veh/h | 8 | 73 | 65 | 2 | 72 | 75 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 5 | 5 | 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, % | 12 | 22 | 15 | 0 | 24 | 30 |
| Mvmt Flow | 9 | 82 | 73 | 2 | 81 | 84 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 325 | 79 | 0 | 0 | 80 |
| Stage 1 | 79 | - | - | - | - |
| Stage 2 | 246 | - | - | - | - |
| Critical Hdwy | 6.52 | 6.42 | - | - | 4.34 |
| Critical Hdwy Stg 1 | 5.52 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.52 | - | - | - | - |
| Follow-up Hdwy | 3.608 | 3.498 | - | - | 2.416 |
| Pot Cap-1 Maneuver | 649 | 929 | - | - | 1390 |
| Stage 1 | 919 | - | - | - | - |
| Stage 2 | 772 | - | - | - | - |
| Platoon blocked, % | | | | | |
| Mov Cap-1 Maneuver | 606 | 925 | - | - | 1383 |
| Mov Cap-2 Maneuver | 606 | - | - | - | - |
| Stage 1 | 914 | - | - | - | - |
| Stage 2 | 725 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.6 | 0 | 3.8 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 879 | 1383 |
| HCM Lane V/C Ratio | - | - | 0.104 | 0.058 |
| HCM Control Delay (s) | - | - | 9.6 | 7.8 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.2 |

| 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 |

June 2021 Traffic Counts
20: Kingwood Street & 9th Street

Peak Hour
10/11/2023

| 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: MAY 2023
TRAFFIC CONDITIONS
WORKSHEETS**

May 2023 Traffic Counts
 14: Rhododendron Drive & 35th Street

Peak Hour
 10/11/2023

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | | T | | | T |
| Traffic Vol, veh/h | 30 | 129 | 65 | 48 | 75 | 82 |
| Future Vol, veh/h | 30 | 129 | 65 | 48 | 75 | 82 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 1 | 1 | 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 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 10 | 2 | 2 | 10 | 11 | 4 |
| Mvmt Flow | 34 | 147 | 74 | 55 | 85 | 93 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 366 | 103 | 0 | 0 | 130 |
| Stage 1 | 103 | - | - | - | - |
| Stage 2 | 263 | - | - | - | - |
| Critical Hdwy | 6.5 | 6.22 | - | - | 4.21 |
| Critical Hdwy Stg 1 | 5.5 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.5 | - | - | - | - |
| Follow-up Hdwy | 3.59 | 3.318 | - | - | 2.299 |
| Pot Cap-1 Maneuver | 618 | 952 | - | - | 1402 |
| Stage 1 | 902 | - | - | - | - |
| Stage 2 | 763 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 578 | 951 | - | - | 1401 |
| Mov Cap-2 Maneuver | 578 | - | - | - | - |
| Stage 1 | 901 | - | - | - | - |
| Stage 2 | 714 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 10.4 | 0 | 3.7 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 848 | 1401 |
| HCM Lane V/C Ratio | - | - | 0.213 | 0.061 |
| HCM Control Delay (s) | - | - | 10.4 | 7.7 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.8 | 0.2 |

May 2023 Traffic Counts
15: Rhododendron Drive & 9th Street

Peak Hour
10/11/2023

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 98 | 56 | 0 | 98 | 56 |
| Future Vol, veh/h | 3 | 98 | 56 | 0 | 98 | 56 |
| Conflicting Peds, #/hr | 1 | 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 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 0 | 5 | 0 | 0 | 7 | 4 |
| Mvmt Flow | 3 | 105 | 60 | 0 | 105 | 60 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 333 | 62 | 0 | 0 | 62 |
| Stage 1 | 62 | - | - | - | - |
| Stage 2 | 271 | - | - | - | - |
| Critical Hdwy | 6.4 | 6.25 | - | - | 4.17 |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.345 | - | - | 2.263 |
| Pot Cap-1 Maneuver | 666 | 995 | - | - | 1510 |
| Stage 1 | 966 | - | - | - | - |
| Stage 2 | 779 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 616 | 993 | - | - | 1507 |
| Mov Cap-2 Maneuver | 616 | - | - | - | - |
| Stage 1 | 964 | - | - | - | - |
| Stage 2 | 722 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.2 | 0 | 4.8 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h) | - | - | 975 | 1507 |
| HCM Lane V/C Ratio | - | - | 0.111 | 0.07 |
| HCM Control Delay (s) | - | - | 9.2 | 7.6 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↔ | ↔ | | ↔ | ↔ | | ↔ | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 1 | 137 | 18 | 35 | 165 | 3 | 48 | 1 | 79 | 9 | 0 | 2 |
| Future Vol, veh/h | 1 | 137 | 18 | 35 | 165 | 3 | 48 | 1 | 79 | 9 | 0 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 3 | 3 | 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 | 75 | - | - | 125 | - | - | 50 | - | - | - | - | - |
| 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, % | 0 | 10 | 6 | 14 | 2 | 0 | 2 | 0 | 3 | 0 | 0 | 0 |
| Mvmt Flow | 1 | 152 | 20 | 39 | 183 | 3 | 53 | 1 | 88 | 10 | 0 | 2 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-------|--------|-----|-----|
| Conflicting Flow All | 186 | 0 | 0 | 175 | 0 | 0 | 434 | 431 | 165 | 472 | 440 | 188 |
| Stage 1 | - | - | - | - | - | - | 167 | 167 | - | 263 | 263 | - |
| Stage 2 | - | - | - | - | - | - | 267 | 264 | - | 209 | 177 | - |
| Critical Hdwy | 4.1 | - | - | 4.24 | - | - | 7.12 | 6.5 | 6.23 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.326 | - | - | 3.518 | 4 | 3.327 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1401 | - | - | 1332 | - | - | 532 | 520 | 877 | 506 | 514 | 859 |
| Stage 1 | - | - | - | - | - | - | 835 | 764 | - | 747 | 694 | - |
| Stage 2 | - | - | - | - | - | - | 738 | 694 | - | 798 | 756 | - |
| Platoon blocked, % | | - | - | - | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1401 | - | - | 1328 | - | - | 516 | 503 | 874 | 444 | 497 | 857 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 516 | 503 | - | 444 | 497 | - |
| Stage 1 | - | - | - | - | - | - | 832 | 761 | - | 746 | 674 | - |
| Stage 2 | - | - | - | - | - | - | 712 | 674 | - | 716 | 753 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0 | | | 1.3 | | | 10.8 | | | 12.6 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 516 | 866 | 1401 | - | - | 1328 | - | - | 487 |
| HCM Lane V/C Ratio | 0.103 | 0.103 | 0.001 | - | - | 0.029 | - | - | 0.025 |
| HCM Control Delay (s) | 12.8 | 9.6 | 7.6 | - | - | 7.8 | - | - | 12.6 |
| HCM Lane LOS | B | A | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.3 | 0.3 | 0 | - | - | 0.1 | - | - | 0.1 |

May 2023 Traffic Counts
20: Kingwood Street & 9th Street

Peak Hour
10/11/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 33 | 149 | 14 | 16 | 116 | 21 | 14 | 45 | 17 | 24 | 62 | 23 |
| Future Vol, veh/h | 33 | 149 | 14 | 16 | 116 | 21 | 14 | 45 | 17 | 24 | 62 | 23 |
| Conflicting Peds, #/hr | 1 | 0 | 2 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| 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, % | 6 | 3 | 7 | 6 | 5 | 5 | 0 | 4 | 0 | 12 | 3 | 4 |
| Mvmt Flow | 37 | 166 | 16 | 18 | 129 | 23 | 16 | 50 | 19 | 27 | 69 | 26 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-----|--------|-------|-------|
| Conflicting Flow All | 153 | 0 | 0 | 184 | 0 | 0 | 475 | 439 | 177 | 462 | 436 | 143 |
| Stage 1 | - | - | - | - | - | - | 250 | 250 | - | 178 | 178 | - |
| Stage 2 | - | - | - | - | - | - | 225 | 189 | - | 284 | 258 | - |
| Critical Hdwy | 4.16 | - | - | 4.16 | - | - | 7.1 | 6.54 | 6.2 | 7.22 | 6.53 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.54 | - | 6.22 | 5.53 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.54 | - | 6.22 | 5.53 | - |
| Follow-up Hdwy | 2.254 | - | - | 2.254 | - | - | 3.5 | 4.036 | 3.3 | 3.608 | 4.027 | 3.336 |
| Pot Cap-1 Maneuver | 1403 | - | - | 1367 | - | - | 503 | 509 | 871 | 494 | 512 | 899 |
| Stage 1 | - | - | - | - | - | - | 759 | 696 | - | 801 | 750 | - |
| Stage 2 | - | - | - | - | - | - | 782 | 740 | - | 702 | 692 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1402 | - | - | 1364 | - | - | 421 | 486 | 869 | 430 | 489 | 897 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 421 | 486 | - | 430 | 489 | - |
| Stage 1 | - | - | - | - | - | - | 735 | 674 | - | 777 | 739 | - |
| Stage 2 | - | - | - | - | - | - | 679 | 729 | - | 617 | 671 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 1.3 | | | 0.8 | | | 13.2 | | | 13.9 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 523 | 1402 | - | - | 1364 | - | - | 523 |
| HCM Lane V/C Ratio | 0.161 | 0.026 | - | - | 0.013 | - | - | 0.232 |
| HCM Control Delay (s) | 13.2 | 7.6 | 0 | - | 7.7 | 0 | - | 13.9 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.6 | 0.1 | - | - | 0 | - | - | 0.9 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 55 | 165 | 8 | 1 | 136 | 9 | 28 | 29 | 19 | 17 | 18 | 54 |
| Future Vol, veh/h | 55 | 165 | 8 | 1 | 136 | 9 | 28 | 29 | 19 | 17 | 18 | 54 |
| Conflicting Peds, #/hr | 2 | 0 | 0 | 0 | 0 | 2 | 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| 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, % | 2 | 8 | 0 | 0 | 6 | 0 | 4 | 3 | 0 | 0 | 6 | 2 |
| Mvmt Flow | 63 | 188 | 9 | 1 | 155 | 10 | 32 | 33 | 22 | 19 | 20 | 61 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-----|--------|-------|-------|
| Conflicting Flow All | 167 | 0 | 0 | 197 | 0 | 0 | 525 | 488 | 193 | 510 | 487 | 165 |
| Stage 1 | - | - | - | - | - | - | 319 | 319 | - | 164 | 164 | - |
| Stage 2 | - | - | - | - | - | - | 206 | 169 | - | 346 | 323 | - |
| Critical Hdwy | 4.12 | - | - | 4.1 | - | - | 7.14 | 6.53 | 6.2 | 7.1 | 6.56 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.14 | 5.53 | - | 6.1 | 5.56 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.14 | 5.53 | - | 6.1 | 5.56 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.2 | - | - | 3.536 | 4.027 | 3.3 | 3.5 | 4.054 | 3.318 |
| Pot Cap-1 Maneuver | 1411 | - | - | 1388 | - | - | 460 | 479 | 854 | 477 | 475 | 879 |
| Stage 1 | - | - | - | - | - | - | 688 | 651 | - | 843 | 755 | - |
| Stage 2 | - | - | - | - | - | - | 791 | 757 | - | 674 | 643 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1408 | - | - | 1388 | - | - | 396 | 454 | 854 | 422 | 450 | 875 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 396 | 454 | - | 422 | 450 | - |
| Stage 1 | - | - | - | - | - | - | 654 | 618 | - | 799 | 753 | - |
| Stage 2 | - | - | - | - | - | - | 713 | 755 | - | 591 | 611 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|----|--|--|------|--|--|
| HCM Control Delay, s | 1.9 | | | 0.1 | | | 14 | | | 11.8 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 485 | 1408 | - | - | 1388 | - | - | 627 |
| HCM Lane V/C Ratio | 0.178 | 0.044 | - | - | 0.001 | - | - | 0.161 |
| HCM Control Delay (s) | 14 | 7.7 | 0 | - | 7.6 | 0 | - | 11.8 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.6 | 0.1 | - | - | 0 | - | - | 0.6 |

APPENDIX J: IMPLEMENTING ORDINANCES AND FINDINGS

FLORENCE TSP IMPLEMENTING ORDINANCES

| | |
|-----------------|--|
| Date: | October 11, 2023 |
| To: | Wendy Farley-Campbell, Shirley Gray, Erin Reynolds, Mike Miller, City of Florence Michael Duncan, Oregon Department of Transportation |
| From: | Darci Rudzinski, Clinton "CJ" Doxsee, and Brandon Crawford, MIG APG |
| Project: | City of Florence Transportation System Plan Update |
| Subject: | Florence TSP Draft Implementing Ordinances |

Overview

This memo summarizes the Draft Implementing Ordinances for the Florence Transportation System Plan (TSP). Implementing Ordinances include recommendations for compliance with requirements of Oregon Administrative Rule (OAR) Chapter 660, Division 12 (OAR 660-012), otherwise known as the "Transportation Planning Rule" (TPR). The project team conducted a regulatory review, or "Code Audit," earlier in the TSP update process, which evaluates the City's compliance with the TPR. The audit is included as an attachment to this memo (Attachment A). The Code Audit informs which sections of the Florence City Code (FCC) the City needs to amend to comply with the TPR.

The project team shared some "Code Concepts" for the City to consider (Attachment B), which were delivered to the City in January 2023 along with the TPR Code Audit. The Code Concepts discuss potential TSP implementation strategies for Florence to consider. Some of the Code Concepts that were discussed include multimodal standards, emerging technologies, off-street parking updates, and land use-transportation coordination. Some of the code concepts are included in the recommended implementing ordinances, however most of them are intended as preliminary strategies for the City to consider. The recommended Implementing Ordinances in this memo are focused on bringing the City into compliance with the TPR and ensuring that local land use/zoning regulations are consistent with the TSP.



Implementing Ordinances Summary

Table 1 summarizes FCC amendment recommendations and corresponding TPR references. Amendments to FCC Title 10 – Zoning Regulations – are intended to implement updated transportation standards and to be consistent with the TPR.

Table 1. Implementing Ordinances Summary

| Reference Number | FCC Chapter or Section | Proposed Amendments | Comments and TPR Citation |
|------------------|---------------------------------------|--|----------------------------------|
| 1. | 10-1-3 | Add language to FCC 10-1-3 that ensures zoning map, ordinance amendments, and plan amendments are consistent with the planned transportation system and transportation facilities. | OAR 660-012-0045(2)(g) and -0060 |
| 2. | 10-2-13 | Clarify multimodal terms related to multi-use paths | |
| 3. | 10-2-13 and 10-3-3 | Add provisions to support the installation of electric vehicle charging stations | |
| 4. | 10-3-3 | Add provisions for carpool and vanpool parking standards for employee parking. | OAR 660-012-0045(4)(d) |
| 5. | 10-3-3 and 10-35-4 | Identify connection between minimum parking requirements and transit facilities within ¼ mile of a transit stop | OAR 660-012-0045(4) (b) |
| 6. | 10-35-2-7, 10-35-2-12, and 10-36-2-13 | Update roadway and access management standards, including driveway and intersection spacing, consistent with updated standards in the TSP. | OAR 660-012-0045(2)(a) |
| 7. | 10-35-2-6 and 10-35-3-4 | Specify that transportation-related conditions of approval may include bicycle and pedestrian improvements. | OAR 660-012-0045(2)(e) |
| 8. | 10-36-2-5 | Update the existing cross section requirements to be consistent with updated cross section standards in the TSP. | OAR 660-012-0045(6) |



Implementing Ordinances DRAFT

1. ZONING AND PLAN AMENDMENT CONSISTENCY WITH TSP AND TRANSPORTATION FACILITIES

10-1-3: AMENDMENTS AND CHANGES:

[...]

C. Type IV (Legislative) Changes:

1. Initiation: A legislative change in zoning district boundaries, in the text of this Title, (Title 10), Title 11, or in the Comprehensive Plan may be initiated by resolution of the Planning Commission or by a request of the Council to the Planning Commission that proposes changes be considered by the Commission and its recommendation returned to the Council, or by an application for an amendment by a citizen.

[...]

3. Transportation System Consistency: A legislative change in zoning district boundaries, in the text of this Title, (Title 10), Title 11, or in the Comprehensive Plan must be consistent with the functions, capacities, and performance standards of facilities identified in the Transportation System Plan.

2. CLARIFY MULTI-MODAL TERMS

10-2-13 DEFINITIONS: For the purpose of this Title, certain words, terms and phrases are defined below.

[...]

Accessways: A walkway or multi-use ~~pathway~~ providing a through connection for pedestrians and bicyclists between two streets, between two lots, or between a development and adjoining public right-of-way. It may be an accessway for pedestrians and bicyclists (with no vehicle access), or a walkway ~~walk-way~~ on public or private property (i.e., with a public access easement).

[...]

Multi-Use Path: A paved 10 to 12-foot wide ~~pathway~~ that is physically separated from motorized vehicular traffic; shared with pedestrians, bicyclists, skaters, and other non-motorized users, including e-bikes and e-scooters. (Ord. No. 2, Series 2011)

Multi-Use Pathway: ~~A transportation facility serving pedestrians, bicycles and, where allowed, equestrian usage.~~

[...]

Walkways: A sidewalk or ~~pathway~~, including accessways, providing a pedestrian connection that is improved to City standards, or to other roadway authority standards, as applicable.

[...]



3. ELECTRIC VEHICLE CHARGING

10-2-13 DEFINITIONS: For the purpose of this Title, certain words, terms and phrases are defined below.

[...]

Charging Level: The amount of voltage provided to charge an electric vehicle varies depending on the type of equipment as follows:

- A. Level 1 operates on a fifteen (15) to twenty (20) amp breaker on a one hundred twenty (120) volt AC circuit.
- B. Level 2 operates on a forty (40) to one hundred (100) amp breaker on a two hundred eight (208) or two hundred forty (240) volt AC circuit.
- C. Direct-current fast charger (DCFC) operates on a sixty (60) amp or higher breaker on a four hundred eighty (480) volt or higher three phase circuit with special grounding equipment. DCFC stations can also be referred to as rapid charging stations that are typically characterized by industrial grade electrical outlets that allow for faster recharging of electric vehicles.

[...]

Electric Vehicle: Any vehicle that is licensed and registered for operation on public and private highways, roads, and streets; and operates either partially or exclusively using an electric motor powered by an externally charged on-board battery.

[...]

10-3-3: MINIMUM STANDARDS BY USE: The number of required off-street vehicle parking spaces shall be determined in accordance with the standards in Table 10-3-1. Where a use is not specifically listed in this table, parking requirements are determined by finding that a use is similar to one of those listed in terms of parking needs, or by estimating parking needs individually using the demand analysis option described below:

D. For Commercial and Retail Trade types and for sites with five or more dwelling units, the following standards must be met.

- 1. Commercial and Retail Trade. For Commercial and Retail Trade type uses provided in Table 10-3-1.C, at least 20 percent of the total number of parking spaces must include electrical conduit adjacent to the spaces that will allow for the installation of at least a Level 2 electric vehicle charger.
- 2. In buildings with five or more dwelling units, if parking spaces are provided, the following standards apply.
 - A. If between one and six spaces are provided for dwelling units, 100 percent of the spaces must include electrical conduit adjacent to the spaces that will allow for the installation of at least a Level 2 electric vehicle charger.
 - B. If seven or more spaces are provided for dwelling units, 50 percent, or six, whichever is greater of the parking spaces provided must include electrical conduit adjacent to the spaces that will allow for installation of at least a Level 2 electric vehicle charger.



4. CARPOOL AND VANPOOL PARKING

10-3-3: MINIMUM STANDARDS BY USE: The number of required off-street vehicle parking spaces shall be determined in accordance with the standards in Table 10-3-1. Where a use is not specifically listed in this table, parking requirements are determined by finding that a use is similar to one of those listed in terms of parking needs, or by estimating parking needs individually using the demand analysis option described below:

[...]

E. Carpool and vanpool parking. Uses with at least 25 or more required parking spaces shall include designated carpool or vanpool parking.

1. At least 10% of the employee, student, or commuter parking spaces shall be carpool or vanpool parking.
2. Carpool and vanpool designated spaces must be the closest non-ADA parking spaces to the main employee, student, or commuter entrance.
3. Carpool and vanpool parking may count toward the minimum parking requirements by use in FCC Table 10-3-1.
4. Carpool and vanpool parking shall be marked "Reserved – Carpool/Vanpool Only."

5. MINIMUM PARKING REQUIREMENTS AND TRANSIT FACILITIES

10-3-3: MINIMUM STANDARDS BY USE: The number of required off-street vehicle parking spaces shall be determined in accordance with the standards in Table 10-3-1. Where a use is not specifically listed in this table, parking requirements are determined by finding that a use is similar to one of those listed in terms of parking needs, or by estimating parking needs individually using the demand analysis option described below:

[...]

C. The minimum number of parking spaces may also be determined through a parking demand analysis prepared by the applicant and approved by the Planning Commission. This parking demand analysis may include an acceptable proposal for alternate modes of transportation, including a description of existing and proposed facilities and assurances that the use of the alternate modes of transportation will continue to reduce the need for on-site parking on an ongoing basis. Examples of alternate modes include but are not limited to:

1. Transit-related parking reduction. The number of minimum parking spaces may be reduced by up to 10% if:
 - a. The proposal is located within a ¼ mile of an existing or planned transit route (FCC 10-35-4 identifies additional requirements for proposals within a ¼ mile of an existing or planned transit stop), and;
 - b. Transit-related amenities such as transit stops, pull-outs, shelters, park-and-ride lots, transit-oriented development, and transit service on an adjacent street are present or will be provided by the applicant.

10-35-4: Transit Facilities: Proposed uses other than single-family residences and duplexes must provide for transit riders by providing developmental improvements to accommodate current or planned transit stops pursuant to the following:



- A. If the proposed uses are located on a site within ¼ mile of an existing or planned transit stop, the proposed pedestrian circulation system must demonstrate a safe and direct pedestrian route from building entrances to the transit stop or to a public right-of-way that provides access to the transit stop (FCC 10-3-3.C identifies potential reductions in minimum parking requirements for providing transit-related amenities).

6. ROADWAY AND ACCESS MANAGEMENT STANDARDS

10-35-2-7: Intersection Separation; Backing onto Public Streets: New and modified accesses shall conform to the following standards:

A. Except as provided under subsection B, below, the distance from a street intersection to a driveway and from a driveway to a driveway shall meet the following minimum spacing requirements for the street's classification, as measured from side of driveway to street or alley pavement (see Figure 10-35(1)). A greater separation may be required for accesses onto an arterial or collector for compliance with ODOT or County requirements.

Separation Distance from Driveway Edge to Pavement Street Right-of-Way

| | |
|------------------|---------|
| Alley | 15 feet |
| Local Street | 25 feet |
| Collector Street | 30 feet |
| Arterial Street | 50 feet |

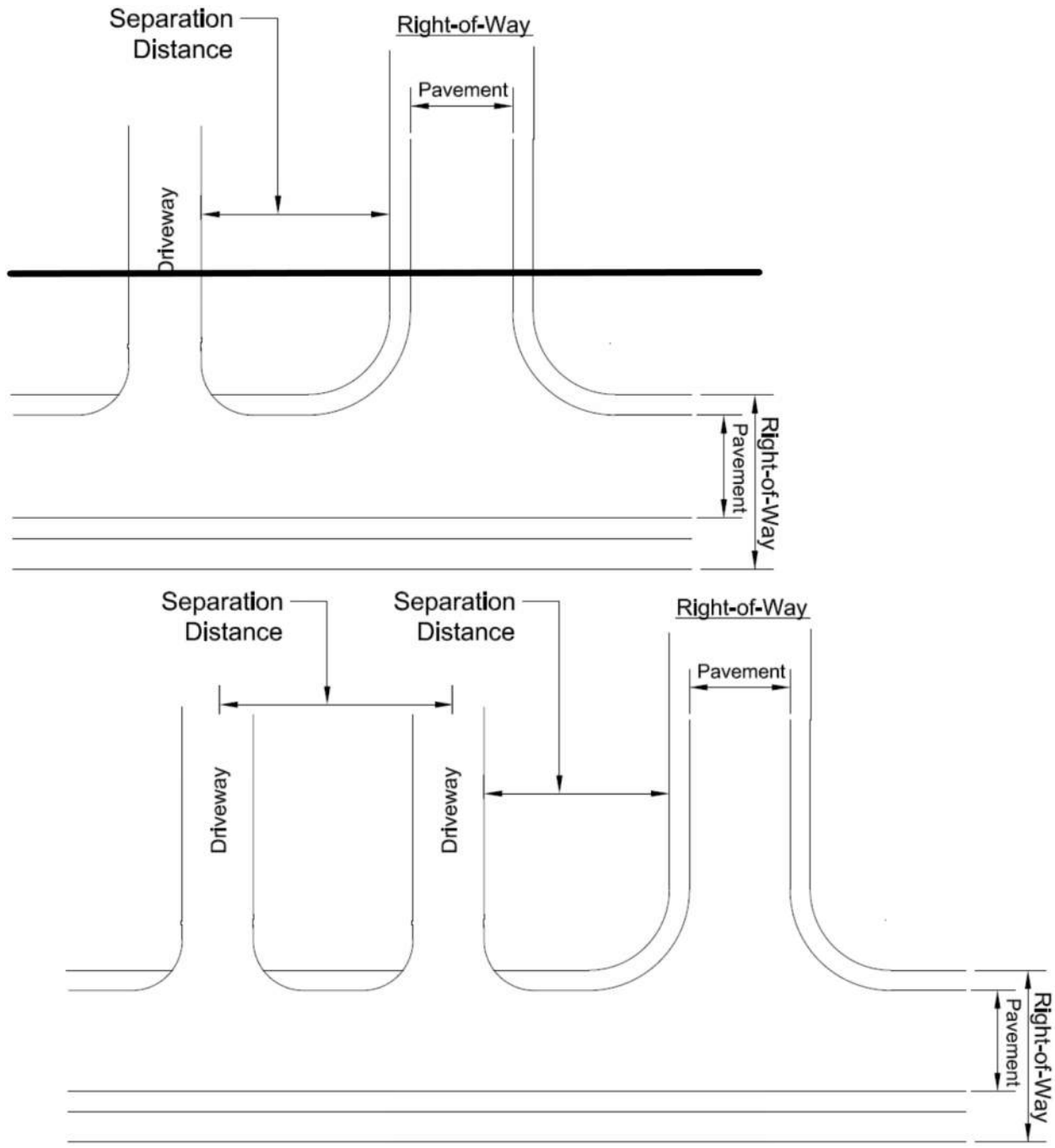
Separation Distance from Driveway Centerline to Driveway Centerline

| | |
|------------------|----------|
| Alley | N/A |
| Local Street | 25 feet |
| Collector Street | 125 feet |
| Arterial Street | 125 feet |

Figure 10-35(1): Separation Distance from Driveway to Street and Driveway to Driveway



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE



10-35-2-12: Driveway Design: All openings onto a public right-of-way and driveways shall conform to the following:

[...]

- B. Driveways. Driveways shall meet the following standards, subject to review and approval by the Public Works Director:
 - 1. Driveways for single family residences shall have a width of not less than twelve (12) ~~ten (10)~~ feet and not more than twenty (20) ~~twenty-four (24)~~ feet. Driveways



leading to covered parking should be not less than 20 feet in depth from the property line to the structure.

[...]

10-36-2-13: Street Alignment, Radii:

- A. On Arterial and Collector Roadways, intersections shall be spaced at a minimum of 250 feet, as measured from the centerline of the street.
- B. On Local Streets, street centerlines at intersections may not be offset by more than two feet. Intersections shall be spaced at a minimum of 125 feet, as measured from the centerline of the street.
- C. Corner curb return radii shall be at least thirty-five (35) feet on Arterial Streets and at least twenty (20) feet on other streets, except where smaller radii are approved by the Public Works Director. Larger Radii may be required by the Director to accommodate emergency and freight vehicles.

7. CONDITIONS OF APPROVAL

10-35-2-6: Conditions of Approval: ~~The roadway authority may require as a condition of granting a land use or development approval or access permit, to ensure the safe and efficient operation of the street and highway system.~~ the following as a condition of granting a land use or development approval or access permit to ensure the safe and efficient operation of the street and highway system.

1. ~~The closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation.~~
2. Mitigation measures for impacts to the transportation system as documented in a Traffic Impact Study. These measures may be off-site and may include multi-modal transportation improvements which would help protect the function and operation of the planned transportation system, provided that the measures are proportionate to the impact of the proposed development.

[...]

10-35-3-4: Conditions of Approval: The roadway authority may require pedestrian or bicycle improvements as a condition of granting land use or development approval to ensure the development properly connects to the City's planned bicycle and pedestrian network.

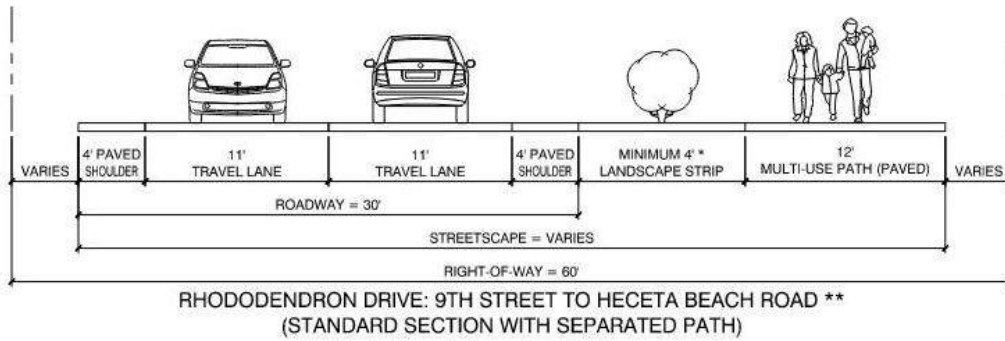
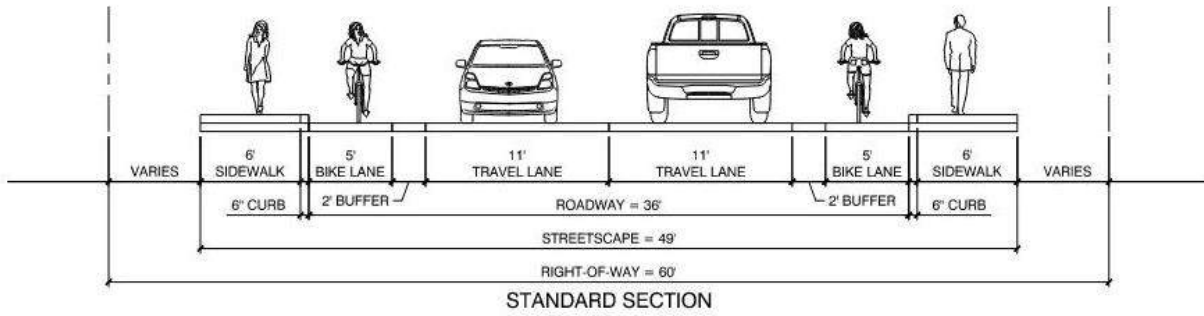
8. CROSS SECTION UPDATES

10-36-2-5: Rights-of-Way and Street Sections: Street rights-of-way and improvements shall be consistent with the Transportation System Plan and standards specified in Title 8 Chapter 2.

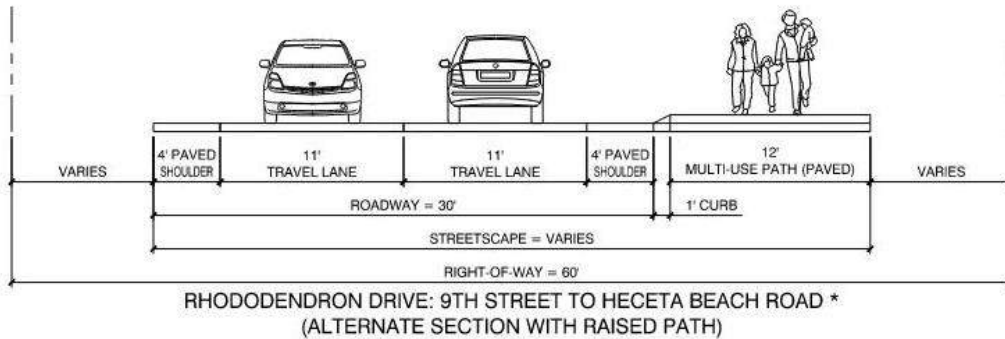
- A. Street right-of-way and pavement widths shall be based on the following cross section standards. See individual zoning chapters for additional requirements regarding sidewalk width (for sidewalks wider than the standard 5 feet).
 1. Minor Arterial Cross Sections



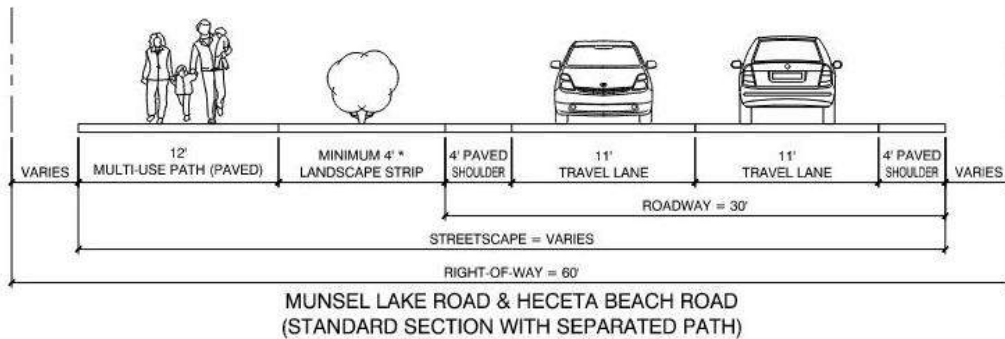
CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE



* WHERE PHYSICAL SPACE DOES NOT ALLOW A 4' SEPARATION, A VERTICAL CURB, BARRIER, OR RAIL SHOULD BE USED TO SEPARATE MOTOR VEHICLE TRAFFIC AND THE MULTI-USE PATH AS SHOWN IN ALTERNATE SECTION BELOW.
** PER RHODODENDRON DRIVE INTEGRATED TRANSPORTATION PLAN (JAN 2008).



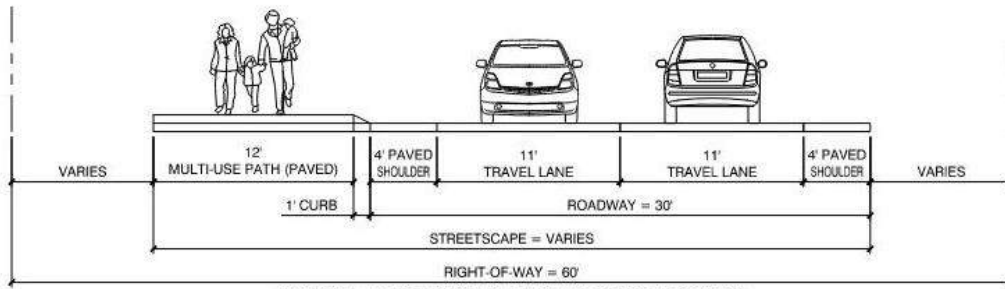
* PER RHODODENDRON DRIVE INTEGRATED TRANSPORTATION PLAN (JAN 2008).



* WHERE PHYSICAL SPACE DOES NOT ALLOW A 4' SEPARATION, A VERTICAL CURB, BARRIER, OR RAIL SHOULD BE USED TO SEPARATE MOTOR VEHICLE TRAFFIC AND THE MULTI-USE PATH.

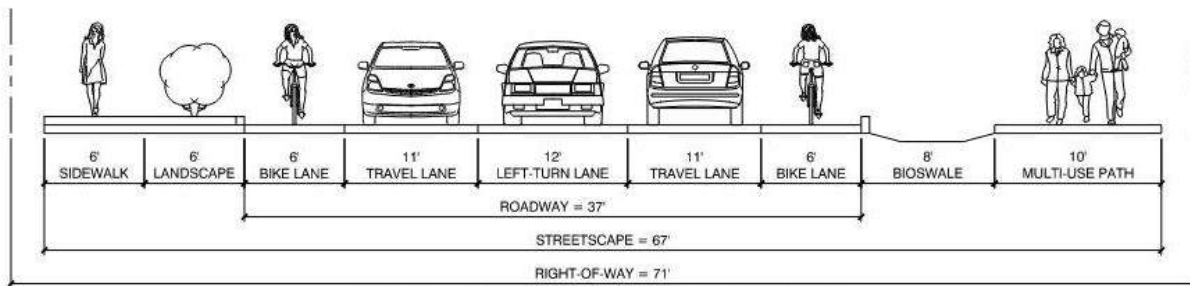


CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE



MUNSEL LAKE ROAD & HECETA BEACH ROAD *
(ALTERNATE SECTION WITH RAISED PATH)

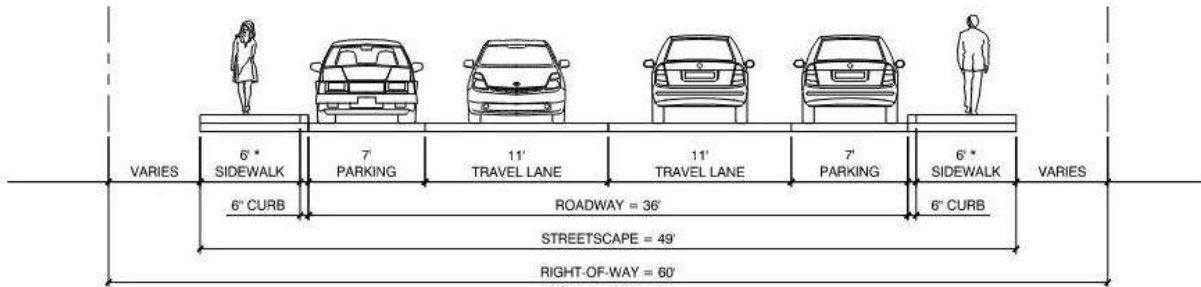
* SLOPED CURB SAME AS FOR ALTERNATE SECTION ON RHODODENDRON DRIVE AND DOCUMENTED IN RHODODENDRON DRIVE TRANSPORTATION PLAN (JAN 2008).



MUNSEL LAKE ROAD: US 101 TO SPRUCE STREET

SOURCE: JRH TRANSPORTATION ENGINEERING 4/27/09.

2. Collector Cross Sections

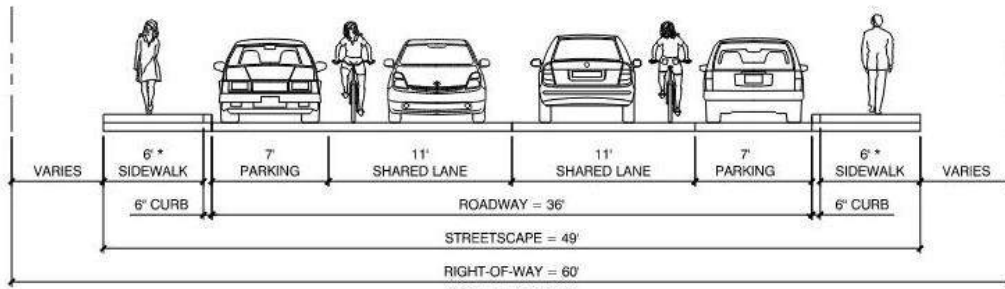


COLLECTOR
(ON-STREET PARKING)

* ALL DOWNTOWN STREETS TO HAVE 6' SIDEWALKS WITH THE FOLLOWING EXCEPTIONS: COLLECTORS WITH 7' BIKE LANES AND NO ON-STREET PARKING MAY HAVE 6' SIDEWALKS AND COLLECTORS IN HIGH PEDESTRIAN TRAFFIC AREAS SHOULD HAVE 12' SIDEWALKS.

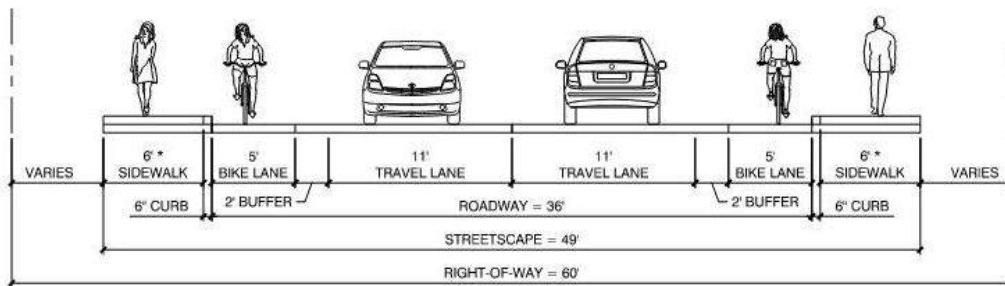


CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE



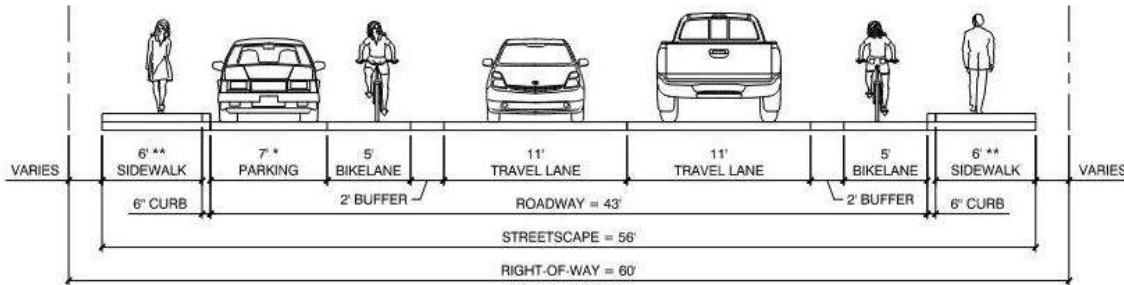
**COLLECTOR
(BIKE SHARROWS WITH ON-STREET PARKING)**

* ALL DOWNTOWN STREETS TO HAVE 8' SIDEWALKS WITH THE FOLLOWING EXCEPTIONS: COLLECTORS WITH 7' BIKE LANES AND NO ON-STREET PARKING MAY HAVE 6' SIDEWALKS AND COLLECTORS IN HIGH PEDESTRIAN TRAFFIC AREAS SHOULD HAVE 12' SIDEWALKS.



**COLLECTOR
(NO PARKING)**

* ALL DOWNTOWN STREETS TO HAVE 8' SIDEWALKS WITH THE EXCEPTION OF COLLECTORS WITH NO ON-STREET PARKING AND HIGH TRAFFIC STREETS WHERE 6' AND 12' SIDEWALKS SHOULD BE INSTALLED, RESPECTIVELY.



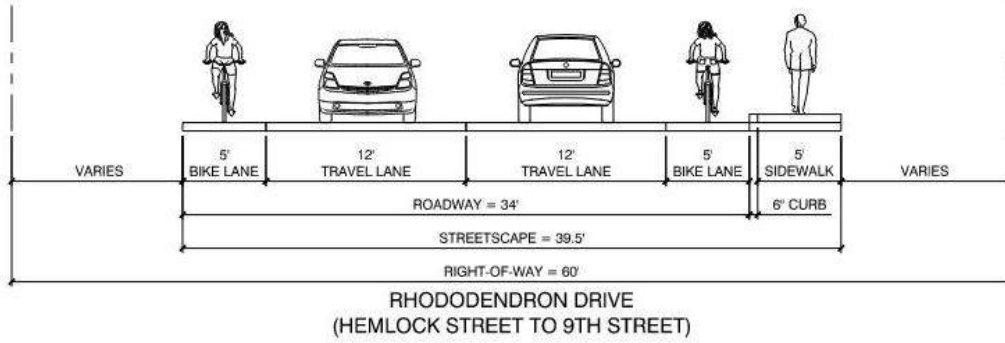
**COLLECTOR
(BIKE LANES WITH ON-STREET PARKING)**

* PARKING LOCATION MAY VARY AND IS TO BE DETERMINED BASED ON PHYSICAL AND BUILT ENVIRONMENT.

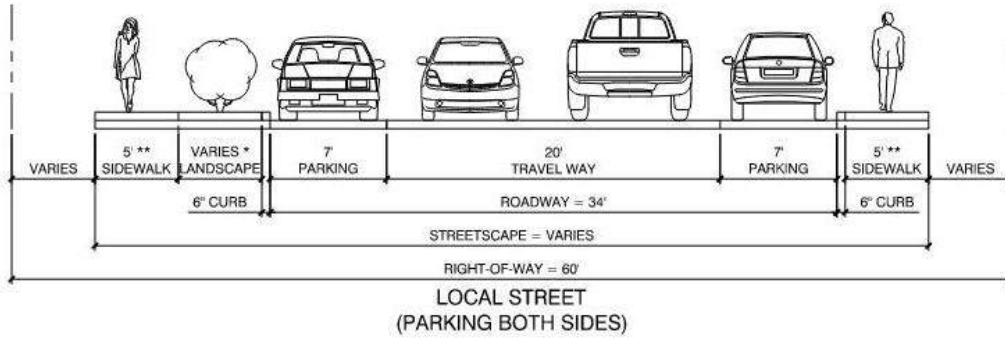
** ALL DOWNTOWN STREETS TO HAVE 8' SIDEWALKS WITH THE EXCEPTION OF COLLECTORS WITH NO ON-STREET PARKING AND HIGH TRAFFIC STREETS WHERE 6' AND 12' SIDEWALKS SHOULD BE INSTALLED, RESPECTIVELY.



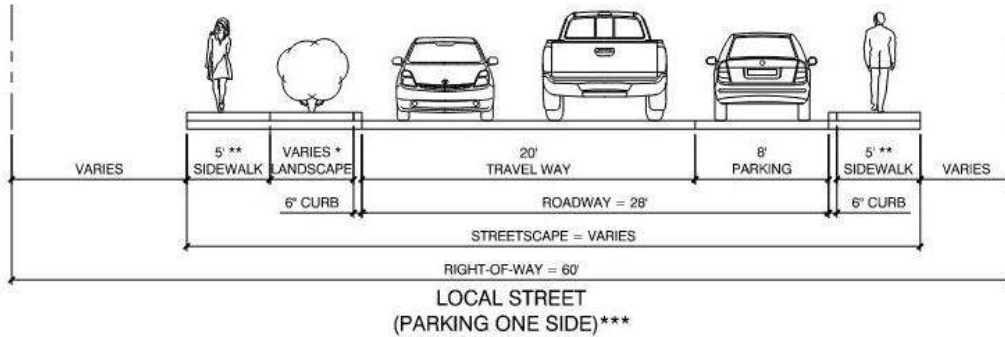
CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE



3. Local Street Cross Sections



* OPTIONAL LANDSCAPE WIDTH AND LOCATION MAY VARY AND IS TO BE DETERMINED BASED ON PHYSICAL AND BUILT ENVIRONMENT.
 ** ALL DOWNTOWN STREETS TO HAVE 8' SIDEWALKS WITH THE EXCEPTION OF COLLECTORS WITH NO ON-STREET PARKING AND HIGH TRAFFIC STREETS WHERE 6' AND 12' SIDEWALKS SHOULD BE INSTALLED, RESPECTIVELY.



* OPTIONAL LANDSCAPE WIDTH AND LOCATION MAY VARY AND IS TO BE DETERMINED BASED ON PHYSICAL AND BUILT ENVIRONMENT.
 ** ALL DOWNTOWN STREETS TO HAVE 8' SIDEWALKS WITH THE EXCEPTION OF COLLECTORS WITH NO ON-STREET PARKING AND HIGH TRAFFIC STREETS WHERE 6' AND 12' SIDEWALKS SHOULD BE INSTALLED, RESPECTIVELY.
 *** REQUIRES APPROVAL BY CITY ENGINEER.

ATTACHMENT A – REGULATORY REVIEW (TPR AUDIT)

Attachment A presents a review of applicable development ordinances from the City of Florence for compliance with the State of Oregon's Transportation Planning Rule (TPR), OAR 660 Division 12. The memorandum provides the intent, purpose, and requirements of the TPR, followed by a comprehensive review in the subsequent tables.

The purpose of the TPR is “...to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided.” The TPR also establishes requirements for coordination among affected levels of government for preparation, adoption, refinement, implementation, and amendment of transportation system plans.

Specifically, Section -0045 of the TPR addresses implementation of the Transportation System Plan (TSP). TPR Section -0060 (Plan and Land Use Regulation Amendments) specifies measures to be taken to ensure that allowed land uses are consistent with the identified function and capacity of existing and planned transportation facilities. Section -0060 establishes criteria for identifying the significant effects of plan or land use regulation amendments on transportation facilities, actions to be taken when a significant effect would occur, identification of planned facilities, and coordination with transportation facility providers.

In summary, the TPR requires that local governments revise their land use regulations to implement the TSP in the following manner:

- Amend land use regulations to reflect and implement the TSP.
- Clearly identify which transportation facilities, services, and improvements are allowed outright, and which will be conditionally permitted or permitted through other procedures.
- Adopt land use or subdivision ordinance measures, consistent with applicable federal and state requirements, to protect transportation facilities, corridors, and sites for their identified functions, through:
 - access management and control;
 - protection of public use airports;
 - coordinated review of land use decisions potentially affecting transportation facilities;
 - conditions to minimize development impacts to transportation facilities;
 - regulations to provide notice to public agencies providing transportation facilities and services of land use applications that potentially affect transportation facilities; and
 - regulations ensuring that amendments to land use applications, densities, and design standards are consistent with the TSP.
- Adopt land use or subdivision regulations for urban areas and rural communities to provide safe and convenient pedestrian and bicycle circulation and bicycle parking, and to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel.
- Establish street standards that minimize pavement width and total right-of-way.



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Tables 1 provides an assessment of TPR compliance for the City based on adopted ordinances regulating land development. Each table lists TPR implementation requirements, an assessment of existing City code and regulatory provisions that meet the requirements, and recommendations for changes that will likely be needed to fully implement the new TSP and bring city regulations in compliance with the TPR. Recommended changes to local regulatory documents are intended to provide guidance to project staff during the update the City's TSP.

Table 1 provides a review of the following ordinances for the City of Florence:

- Public Ways and Property (Title 8)
- Zoning Regulations (Title 10)
- Subdivision Regulations (Title 11)

Table 1: City of Florence Ordinances – Regulatory Review

| Oregon Revised Statutes | Comments & Recommendations |
|--|--|
| OAR 660-12-0045 | |
| (1) Each local government shall amend its land use regulations to implement the TSP. | |
| <p>(a) The following transportation facilities, services and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use:</p> <p>(A) Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals;</p> <p>(B) Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards;</p> <p>(C) Uses permitted outright under ORS 215.213(1)(j)–(m) and 215.283(1)(h)–(k), consistent with the provisions of OAR 660-012-0065; and</p> <p>(D) Changes in the frequency of transit, rail and airport services.</p> | <p>The purpose of this provision is to allow for certain transportation uses, such as operation, maintenance, and repair of transportation facilities identified in the TSP, without being subject to land use regulations.</p> <p>Per FCC 10-2-12, the City permits the following uses and activities in all zones without review:</p> <ul style="list-style-type: none"> • Operation, maintenance, and repair of public roads and highway facilities and existing transportation facilities identified in the TSP • Construction of facilities and improvements identified in the TSP or Public Facility Plan • Changes to transit or airport services <p>Recommendation: Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.</p> |
| <p>(b) To the extent, if any, that a transportation facility, service or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment;</p> | <p>See responses to -0045(1)(a)</p> |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Table 1: City of Florence Ordinances – Regulatory Review

| Oregon Revised Statutes | Comments & Recommendations |
|--|---|
| <p>(c) In the event that a transportation facility, service or improvement is determined to have a significant impact on land use or to concern the application of a comprehensive plan or land use regulation and to be subject to standards that require interpretation or the exercise of factual, policy or legal judgment, the local government shall provide a review and approval process that is consistent with OAR 660-012-0050. To facilitate implementation of the TSP, each local government shall amend its land use regulations to provide for consolidated review of land use decisions required to permit a transportation project.</p> | <p>This TPR Section references project development and implementation - how a transportation facility or improvement authorized in a TSP is designed and constructed (660-012-0050). Project development may or may not require land use decision-making. The TPR directs that during project development, projects authorized in an acknowledged TSP will not be subject to further justification with regard to their need, mode, function, or general location. To this end, the TPR calls for consolidated review of land use decisions and proper noticing requirements for affected transportation facilities and service providers.</p> <p>FCC 10-1-1-6-2.D and -3.B establish public notice requirements for Type II and Type III land use decisions. These provisions require notice to be sent to ODOT for any proposal located adjacent to a state roadway or that is expected to have an impact on a state transportation facility. In addition, these requirements apply to “(a)ny governmental agency that is entitled to notice under and intergovernmental agreement with the City or that is potentially affected by the proposal.” This may include other transportation agencies or providers, such as local/regional transit agencies and the County.</p> <p>FCC 10-1-1-5.B allows for consolidated proceedings when an applicant applies for more than one type of land use or development permit for the same or multiple parcels of land.</p> <p>Recommendation: Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.</p> |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Table 1: City of Florence Ordinances – Regulatory Review

| Oregon Revised Statutes | Comments & Recommendations |
|--|--|
| <p><i>(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. Such regulations shall include:</i></p> <p>(a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, that are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;</p> | <p>FCC Chapter 10-36 – Public Facilities – includes provisions for access control measures, including:</p> <ul style="list-style-type: none"> • Intersection spacing (FCC 10-36-2-13) • Right-of-way widths for functional street classifications and specific corridors (FCC 10-36-2-5) • Traffic signals and roundabouts (FCC 10-36-2-11) • Medians (FCC 10-36-2-12) • All newly created lots must have street frontage and approved street access (FCC 10-36-2-1) <p>FCC 10-35-2-7 establishes spacing standards between driveways and intersections. The City does not have minimum spacing requirements specific to driveways alone.</p> <p>Requirements that regulate driveway, street, and intersection spacing are not provided in City ordinances.</p> <p>Recommendation: The TSP process will assess the adequacy of existing standards to meet current and future needs and may result in new or updated roadway and access management standards. The City should also amend FCC 10-35-2-7 to include minimum spacing between driveways based on street functional classification. Street Improvement Standards will need to be made consistent with TSP standards.</p> |
| <p>(b) Standards to protect future operation of roads, transitways and major transit corridors;</p> | <p>FCC 10-1-1-4.E outlines the criteria for when a Traffic Impact Study may be required. Per this FCC section, Traffic Impact Studies are intended to determine capacity and safety impacts from a particular development proposal, whether the development will meet City transportation standards for capacity and safety, to mitigate anticipated impacts, and to implement applicable TPR regulations.</p> <p>FCC 10-35-2-5 establishes Traffic Study standards, which includes the required components of a Traffic Impact Study and authorizes the City to include conditions of approval.</p> <p>Recommendation: Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.</p> |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Table 1: City of Florence Ordinances – Regulatory Review

| Oregon Revised Statutes | Comments & Recommendations |
|--|---|
| <p>(c) Measures to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation;</p> | <p>FCC 10-21-1 establishes the Airport Development District, which is intended to encourage and support the operation of the City’s airport by allowing aviation-compatible uses.</p> <p>FCC 10-21-2, the Public Use Airport Safety and Compatibility Overlay Zone, is intended to establish safety standards to promote air navigation safety and reduce potential hazards to land uses near the airport. This Section includes provisions for the Airport Imaginary Surfaces, Airport Noise Impact Boundary, and the Airport Secondary Impact Area. These provisions require land uses within these zones to be compliant with applicable Federal Aviation Administration (FAA) requirements.</p> <p>Recommendation: Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.</p> |
| <p>(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;</p> | <p>See response to -0045(1)(c).</p> |
| <p>(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;</p> | <p>FCC 10-36-1.E authorizes the City to require improvements to public facilities as a condition of development approval, provided the improvements are roughly proportional to the impact of the development on the facilities.</p> <p>FCC 10-35-2-5 – Traffic Study Requirements – authorizes the City to require conditions of approval in order for a development proposal to meet operations and safety standards consistent with the planned transportation system. The provision states that conditions of approval may include, but are not limited to the following:</p> <ul style="list-style-type: none"> • Crossover/reciprocal easement agreements for all adjoining parcels to facilitate future access • Access adjustments where proposed access points do not meet access spacing standards • Right-of-way dedications for future improvements • Street improvements • Turn restrictions <p>FCC 10-35-2-6 authorizes the city to require consolidation of vehicle access points, recording of reciprocal access easements, installation of traffic control devices, and other mitigation measures as a condition of approval to land use approval to ensure safe and efficient operation of the City’s transportation system.</p> <p>Recommendation: Existing code provisions meet the TPR requirement. However, the City should consider specifying that transportation-related conditions of approval may include bicycle and pedestrian improvements.</p> |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Table 1: City of Florence Ordinances – Regulatory Review

| Oregon Revised Statutes | Comments & Recommendations |
|--|--|
| <p>(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:</p> <ul style="list-style-type: none"> (A) Land use applications that require public hearings; (B) Subdivision and partition applications; (C) Other applications that affect private access to roads; and (D) Other applications within airport noise corridors and imaginary surfaces that affect airport operations; and | <p>FCC 10-1-1-6-2.D requires notice of any Type II decision to the airport, per ORS 227.175 and FCC 10-21-2-4, as well as any governmental agency entitled to notice under an intergovernmental agreement. This provision also requires notice be provided to ODOT for proposals adjacent to or expected to have an impact on state roadways. Per FCC Table 10-1-1, Subdivisions and Partitions are Type II procedures, and therefore they require notice to ODOT if they are adjacent to or expected to have an impact on state roadways.</p> <p>FCC 10-1-1-6-3.B requires notices for quasi-judicial land use hearings (Type III decision) to the airport, per ORS 227.175 and FCC 10-21-2-4, as well as any governmental agency entitled to notice under an intergovernmental agreement. This provision also requires notice be provided to ODOT for proposals adjacent to or expected to have an impact on state roadways.</p> <p>FCC 10-21-2-4 requires notice for any land use decision to the airport sponsor and the Department of Aviation for any land use decision within the Public Use Airport Zone.</p> <p>FCC 10-1-1-6-4.D requires notice to any affected government agency of a hearing for a Type IV decision, which may include transportation agencies.</p> <p>Recommendation: Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.</p> |
| <p>(g) Regulations ensuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP.</p> | <p>FCC 10-1-2 establishes rules and procedures for zoning map amendments, and FCC 10-1-3 provides rules and procedures for zoning and comprehensive plan amendments. Neither section requires that amendments must be consistent with transportation facility functions, capacities, or performance standards as identified in the TSP.</p> <p>Recommendation: Add language to FCC 10-1-2 and 10-1-3 that ensures zoning map and ordinance amendments are consistent with the planned transportation system. See recommendations for TPR Section -0060.</p> |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Table 1: City of Florence Ordinances – Regulatory Review

| Oregon Revised Statutes | Comments & Recommendations |
|--|--|
| <p><i>(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and that avoids wherever possible levels of automobile traffic that might interfere with or discourage pedestrian or bicycle travel.</i></p> | |
| <p>(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots;</p> | <p>FCC 10-3-10 establishes bicycle parking requirements. Bicycle parking is required for all non-residential uses at a rate of one space per every ten off-street vehicle spaces. Bicycle parking is required for triplexes, quadplexes, cluster housing, and multi-family housing at a rate of 1 space per 3 units, and bicycle parking is required at a rate of 1 space per 20 bedrooms for group living and 1 space per 8 bedrooms for dormitories.</p> <p>Recommendation: Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.</p> |
| <p>(b) On-site facilities shall be provided that accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.</p> <p>(A) "Neighborhood activity centers" include, but are not limited to, existing or planned schools, parks, shopping areas, transit stops or employment centers;</p> <p>(B) Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors, and most local streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways;</p> <p>(C) Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section;</p> <p>(D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-direction travel;</p> <p>(E) Streets and accessways need not be required where one or more of the following conditions exist:</p> <p>(i) Physical or topographic conditions make a street or accessway connection impracticable. Such</p> | <p>FCC 10-35-3-2 – Site Design and Layout – requires all developments to provide a continuous pedestrian system. These provisions include requirements for pedestrian walkway systems to connect to all future phases of development, existing or planned adjacent off-site trails, adjacent public parks or open space, and previously reserved public access easements on neighboring properties. These provisions also require developments to include safe, direct, and convenient walkways and pedestrian connections that are within the development site. Provisions for internal pedestrian connections also include requirements for walkway connections for all on-site parking areas, and the City may also require raised walkways for parking areas with 80 or more parking spaces.</p> <p>FCC 10-35-4 requires proposed developments within a quarter mile of an existing or proposed transit stop to demonstrate a pedestrian route from building entrances to the transit facility or to the nearest public right-of-way that provides access to the transit facility.</p> <p>FCC 10-36-2-5 includes cross section requirements for each street functional classification in the City. Bike lanes or bike sharrows are required for collectors and other specific street segments, such as portions of Munsel Lake Road, Rhododendron Drive, and Heceta Beach Road. Sidewalks are required along all streets and roads in the City.</p> <p>Per FCC 10-36-2-6, cul-de-sacs are allowed only when environmental or topographical constraints, existing development, or conflicting City requirements preclude street extensions or through circulation.</p> <p>FCC 10-35-2-7 establishes spacing standards between driveways and intersections.</p> <p>FCC 10-36-2-9.C allows mid-block connections and multi-use paths in lieu of street connections and authorizes the City to</p> |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Table 1: City of Florence Ordinances – Regulatory Review

| Oregon Revised Statutes | Comments & Recommendations |
|--|---|
| <p>conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided;</p> <p>(ii) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or</p> <p>(iii) Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.</p> | <p>require multi-use paths off cul-de-sacs to provide bicycle and pedestrian connections to adjacent development or paths.</p> <p>Recommendation: Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.</p> |
| <p>(c) Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors;</p> <p><i>[Note: Subsection (d) defines safe and convenient]</i></p> | <p>See response to Section -0045(2)(e).</p> |
| <p>(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.</p> | <p>FCC 10-35-3-2 – Site Design and Layout – requires all developments to provide a continuous pedestrian system. These provisions include requirements for pedestrian walkway systems to connect to all future phases of development, existing or planned adjacent off-site trails, adjacent public parks or open space, and previously reserved public access easements on neighboring properties. These provisions also require developments to include safe, direct, and convenient walkways and pedestrian connections that are within the development site. Provisions for internal pedestrian connections also include requirements for walkway connections for all on-site parking areas, and the City may also require raised walkways for parking areas with 80 or more parking spaces.</p> <p>Recommendation: Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.</p> |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Table 1: City of Florence Ordinances – Regulatory Review

| Oregon Revised Statutes | Comments & Recommendations |
|--|--|
| <p><i>(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in subsections (a)–(g) below:</i></p> | |
| <p>(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on-road parking restrictions and similar facilities, as appropriate;</p> | <p>LinkLane offers daily bus service between Eugene and Florence, with stops in Veneta, Mapleton and at Three Rivers Casino, as well as Monday through Saturday service between Florence and Yachats. The Rhody Express provides transportation around Florence and is part of the Lane Transit District.¹</p> <p>FCC 10-35-4.B requires any development other than single-family residences or duplexes to accommodate on site any existing or planned transit facility, including accessible landing pads, seating or shelter, and lighting.</p> <p>FCC 7-1-7-5 prohibits on-street parking at a bus stop.</p> <p>Recommendation: Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.</p> |

¹ Lane Transit District, Rhody Express: https://www.ltd.org/system-map/route_901/



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Table 1: City of Florence Ordinances – Regulatory Review

| Oregon Revised Statutes | Comments & Recommendations |
|---|--|
| <p>(b) New retail, office, and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to transit through the measures listed in paragraphs (A) and (B) below.</p> <p>(A) Accessible walkways shall be provided connecting building entrances and streets adjoining the site;</p> <p>(B) Accessible pedestrian facilities connecting to adjoining properties shall be provided except where such a connection is impracticable as provided for in paragraph (3)(b)(E). Pedestrian facilities shall connect the on-site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property;</p> <p>(C) In addition to paragraphs (A) and (B) above, on sites at major transit stops provide the following:</p> <p>(i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or a street intersection;</p> <p>(ii) An accessible and reasonably direct pedestrian facility between the transit stop and building entrances on the site;</p> <p>(iii) A transit passenger landing pad accessible to people with disabilities;</p> <p>(iv) An easement or dedication for a passenger shelter if requested by the transit provider; and</p> <p>(v) Lighting at the transit stop.</p> | <p>OAR 660-012-0005 defines “major transit stop” as “(e)xisting or planned transit stations” that “(h)ave or are planned for an above average frequency of schedule, fixed-route service when compared to region wide service.” The Rhody Express operates hourly service between 10 AM and 5 PM on weekdays. This transit service is not more frequent than other transit services in the Lane Transit District.</p> <p>Nonetheless, FCC 10-35-4.A requires any development within ¼ mile of an existing transit stop (other than single-family residences or duplexes) to ensure that the proposed pedestrian circulation system provides a safe and direct route from building entrances to the transit stop or to a public right-of-way that provides access to the transit stop. In addition, FCC 10-35-4.B requires any development other than single-family residences or duplexes to accommodate on site any existing or planned transit facility, including accessible landing pads, seating or shelter, and lighting.</p> <p>Recommendation: The City largely complies with this TPR requirement.</p> |
| <p>(c) Local governments may implement paragraphs (b)(A) and (B) through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of paragraph (b)(C);</p> | <p>The City does not have any major transit stops. Therefore, this TPR requirement does not apply.</p> |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Table 1: City of Florence Ordinances – Regulatory Review

| Oregon Revised Statutes | Comments & Recommendations |
|---|---|
| <p>(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;</p> | <p>The City does not have any parking standards for carpools or vanpools.</p> <p>Recommendation: Add provisions for carpool and vanpool parking standards for employee parking to FCC 10-3. These standards should require a certain percentage of parking spaces be designated for carpool and vanpool parking for uses with over a certain number of employees. The carpool and vanpool spaces should be located closer to the employee entrance than any non-ADA parking spaces.</p> |
| <p>(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;</p> | <p>FCC 10-3-3 allows transit-related parking reductions of up to 10% if transit stops, pull-outs, shelters, park-and-ride lots, transit-oriented development, and transit service on an adjacent street are present or will be provided by the applicant.</p> <p>Recommendation: Existing Ordinance provisions meet this TPR requirement. No further changes to the code are recommended.</p> |
| <p>(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes. This shall include, where appropriate, separate accessways to minimize travel distances;</p> | <p>FCC 10-36-2-5 includes cross section requirements that include minimum right-of-way width for functional classification.</p> <p>Recommendation: The TSP process will revisit adopted roadway cross-sections and design requirements, keeping in mind that the TPR requires that cities need to include pedestrian access to existing and identified future transit routes. Standards should be made consistent between the TSP and Street Improvement Standards.</p> |
| <p>(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.</p> | <p>The Rhody Express mainly provides service along, Oak Street, Spruce Street, Highway 126, Quince Street, Bay Street, parts of Highway 101, 9th Street, and Rhodendron Drive. The zoning that is adjacent to these routes primarily includes:</p> <ul style="list-style-type: none"> • Medium Density Residential • Professional Office/Institutional • High Density Residential • Main Street Area A and B • Old Town District • Commercial • Highway District • North Commercial <p>A few small segments of these routes also run adjacent to the Low-Density Residential and Airport Development zones.</p> <p>Recommendation: The existing zoning designations near the City’s transit routes meet this TPR requirement. No further changes to the code are recommended.</p> |



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Table 1: City of Florence Ordinances – Regulatory Review

| Oregon Revised Statutes | Comments & Recommendations |
|--|---|
| <p>(5) In developing a bicycle and pedestrian circulation plan as required by OAR 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient, accessible, and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.</p> | <p>The TSP will make recommendations to the bicycle and pedestrian plan that are consistent with TPR -0020. This TPR requirements is currently addressed in the following areas:</p> <ul style="list-style-type: none"> • Bicycle/pedestrian connection between cul-de-sacs and adjacent streets. See response to section -0045(3)(b) • Site design criteria that create pedestrian paths – see response to section -004(3)(b) <p>Recommendation: This TPR requirement will be addressed by the TSP planning process, which will identify pedestrian and bicycle improvements for inclusion in the TSP and is met by requiring improvements in developing areas consistent with adopted code provisions.</p> |
| <p>(6) Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation. Notwithstanding section (1) or (3) of this rule, local street standards adopted to meet this requirement need not be adopted as land use regulations.</p> | <p>FCC 10-36-2-5 includes cross section requirements that include minimum right-of-way width for functional classification. There are no minimum right-of-way width standards for Arterial streets in the Code.</p> <p>Recommendation: The TSP process will revisit adopted roadway cross-sections and design requirements, keeping in mind that the TPR requires that cities minimize pavement width and total right-of-way consistent with the operational needs of the facility. At a minimum, the City should adopt right-of-way width and cross-section design standards for general arterial development in addition to the existing standards that are specific segments of existing roads. Standards should be made consistent between the TSP and Street Improvement Standards.</p> |
| <p>OAR 660-12-0060</p> <p>Amendments to functional plans, acknowledged comprehensive plans, and land use regulations that significantly affect an existing or planned transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility.</p> | <p>FCC 10-1-3 authorizes amendments to zoning district boundaries and zoning regulations. The approval criteria do not contain specific requirements that ensures proposed amendments are consistent with planned facilities within the adopted TSP.</p> <p>Recommendation: FCC 10-1-3 should add provisions that address plan amendment consistency with transportation facilities.</p> |

ATTACHMENT B – LAND USE & TRANSPORTATION CODE CONCEPTS

Overview

This section includes general recommendations for potential future code amendments, or “Code Concepts.” The City should consider these Code Concepts as potential strategies to implement strategies and recommendations from the Florence TSP update project.

Multimodal Transportation, Connectivity, and Access Standards. The TSP process recommends the City explore a number of transportation elements related to bicycle and pedestrian connectivity, transit improvements, intermodal route connectivity, and other improvements related to the City’s multimodal network. The results of a regulatory review reveal that the City’s Development Code currently includes a robust collection of standards and requirements related to bicycle, pedestrian, and transit access and connectivity. The City’s current multimodal standards and compliance with State requirements are summarized in Attachment A, Regulatory Review – TPR Audit. The code audit also identifies a handful of improvements that would bring the City into closer compliance with State requirements. Specifically, the City should consider amending transportation-related conditions of approval criteria to include bicycle and pedestrian improvements. This change would strengthen the City’s ability to implement and improve bicycle, pedestrian, and transit connectivity and access through future development approval.

Any other specific updates related to bicycle, pedestrian, and transit standards or requirements that emerge from the TSP recommendations should also be added to the list of possible Code amendments.

Emerging Technologies. The City should explore requirements and standards for electric vehicle (EV) charging/parking facility requirements for new construction and possibly for redevelopment. Some cities in Oregon have adopted “EV ready” code requirements that are intended to enable future retrofits of on-site parking and utilities to include EV charging stations. In addition, cities are increasingly incorporating standards for EV facilities to take advantage of recent amendments to the state building code to include provisions for EV charging capacity for certain building types.² The City may consider applying EV charging requirements to developments that exceed size or trip generation thresholds based on TIS/TIA findings. For example, the City of Portland is in the process of adopting code amendments as a part of their “EV Ready Code Project” that will include requirements for multi-family and mixed-use developments over a certain size to have a minimum percentage of their overall parking spaces be “EV Ready.”³ The City may also consider regulatory/code incentives for providing EV charging stations or EV-ready spaces, which could include minimum parking reductions in

² HB 2180 Enrolled. <https://olis.oregonlegislature.gov/liz/2021R1/Measures/Overview/HB2180>

³ EV Ready Code Project: <https://www.portland.gov/bps/planning/ev-ready>



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exchange for EV-ready spaces, or providing height or density bonuses for sites that provide EV spaces.

If Florence is interested in adopting EV facility standards, siting and design criteria that is specific to EV charging stations may also be beneficial. Examples of standards to explore include electricity/utility capacity, signage, accessibility, and EV-ready spaces to conventional parking spaces ratios. The American Planning Association (APA) offers extensive guidance and research on the topic of zoning for EV facilities. A recent American Planning Association publication provides a summary table of EV development standards from a sampling of jurisdictions throughout the country, as shown in Table 2.⁴

Table 2: EV Parking Standards Throughout the Country

| Jurisdiction | Multifamily Parking | Commercial Parking | Code Citation |
|----------------|--|--|------------------------------------|
| Atlanta, GA | NA | 20% of spaces must be EV-ready | Appendix B §101.8 |
| Chicago, IL | 20% of spaces must be EV-ready or EV-installed | 20% of spaces must be EV-ready or EV-installed | §17-10-1011 |
| Honolulu, HI | Buildings with 8+ spaces: 25% must be EV-ready | Buildings with 12+ spaces: 25% must be EV-ready | §32-1.1(20) |
| Issaquah, WA | 10% of spaces must be EV-installed; 30% must be EV-ready | 5% of spaces must be EV-installed; 10% must be EV-ready | §18.09.140 |
| Madison, WI | 2% of spaces must be EV-installed; 10% must be EV-ready (increases by 10% every 5 years) | 1% of spaces must be EV-installed (increases by 1% every 5 years); 10% must be EV-ready (increases by 10% every 5 years) | §28.141(8)(e) |
| San Jose, CA | 10% of spaces must be EV-installed; 20% must be EV-ready; 70% must be EV-capable | 10% of spaces must be EV-installed; 40% must be EV-ready | §24.10.200 |
| St. Louis, MO | 2% of spaces must be EV-installed; 5% must be EV-ready (increases to 10% in 2025) | 2% must be EV-installed; 5% must be EV-ready | §25.01.020-406.2.7 |
| Washington, DC | Buildings with 3+ spaces: 20% must be EV-ready | Buildings with 3+ spaces: 20% must be EV-ready | §6-1451.03a |

Select Findings from the 2022 Scan of EV Ordinances

Source: “Preparing for the Electric Vehicle Surge”, American Planning Association, Zoning Practice

The City may consider other development standards to support emerging mobility and technology trends, such as siting and design standards for e-bike and e-scooter facilities. Such standards could follow a similar model as the EV charging requirements, standards, or incentives, such as requiring e-bike parking with charging ports for developments of a certain size (e.g., over 10,000 square feet, over a specified number of employees, over specified number of dwelling units, etc.).

Off-Street Parking. To create a compact and visually appealing environment in a downtown area, the amount of space dedicated to parking should be minimized. By removing off-street parking requirements, the City can give business owners and developers flexibility and freedom to determine the amount and type of parking that will meet the needs of their clients. Removing

⁴ Preparing for the Electric Vehicle Surge: <https://planning.org/publications/document/9257171/>



off-street parking requirements can provide even more opportunity for future development or redevelopment. This could free up land currently used for parking lots to be developed over time into new buildings for business – an arguably more efficient use of valuable land. Removing off-street parking requirements does not mean that all off-street parking will go away, it simply allows the City and business owners to work together to meet the true parking needs of the Old Town district.

The City currently waives minimum parking requirements for changes of use in Old Town Subarea A that existed prior to October 2014. In addition, new construction (not including residential or lodging) may reduce off street parking by 50% of the minimum parking requirement. Although the minimum parking requirements in the Old Town district are relaxed compared to the rest of Florence, the City should still consider removing off-street parking minimums for both Old Town Subareas A and B altogether. As discussed, complete removal of off-street parking requirements will enable redevelopment of underutilized parking areas and would support a more walkable/bikeable, mixed-use environment.

The City's minimum off-street parking requirements are relatively consistent with requirements in other Oregon coastal communities. However, the City may consider reducing off-street parking requirements for single-family detached homes based on square footage or number of rooms to allow more flexibility for smaller units. For example, Lincoln City only requires one space per unit for dwellings under 1,000 square feet, and two spaces for any single-family dwellings over 1,000 square feet. In addition, Florence is currently considering reducing minimum parking requirements for duplexes to one space per unit and removing minimum parking for ADUs (as required by ORS 197.312). Consistent with parking requirements for duplexes, the City could also consider reducing minimum parking to one space per unit for other middle housing types (triplexes, quadplexes, townhomes), multi-family, and manufactured homes. These housing types generally provide housing for smaller households and tend to have lower vehicle-use rates than other large households and lower-density types of housing. Lowering off-street parking requirements can free up valuable land for more living space.⁵

Land Use and Transportation Coordination. Development Code requirements, standards, and procedures are critical for ensuring the City's land uses and transportation system are thoughtfully coordinated. The City should consider Code amendments to improve integration of land use and transportation standards, practices, and procedures. Chapter 660, Division 12 of the Oregon Administrative Rules (OAR 660-012) includes specific requirements and guidance to ensure coordinated transportation and land use planning. For example, the City should ensure consistency between land use/zoning amendments with TSP goals and policies. See the TPR Audit (Attachment A) for more details and recommendations related to land-use-transportation coordination amendments.

⁵ Parking and Middle Housing <https://www.oregon.gov/lcd/TGM/Documents/ParkingDemandsAcrossCities.pdf>