CITY COUNCIL

AGENDA

MONDAY, NOVEMBER 09, 2026

COUNCIL CHAMBERS - 180 NE 2ND ST.

Where Life is Sweet

Meetings are always open to the public in-person. Other ways of viewing or participating in live meetings are as follows:

View live meetings on YouTube at: https://bit.ly/HermistonYouTube

To participate in live meetings through Zoom, registration is required no later than 8am the day of the meeting by emailing meetings@hermiston.gov and providing participants full name and place of residence. The City Recorder will respond to sender with Zoom meeting details prior to the start of the meeting.

Submit written electronic comments to meetings@hermiston.gov .
For written comments to be part of the official record, sender must provide their full name and place of residence and comments must be received within the time frame given for the item under discussion. The City Recorder will respond/confirm to sender that their electronic comment was received and will be made part of the record; or, if their electronic comment is not able to be made part of the record, the City Recorder will respond to the sender and state the reason(s) why.

1. **CALL REGULAR MEETING TO ORDER – 7:00 PM**

2. **DECLARATION OF QUORUM**

3. **FLAG SALUTE**

4. **CITIZEN INPUT ON NON-AGENDA ITEMS**
   Anyone wishing to bring anything before the council that is not on the agenda is asked to please do the following: 1. Please limit comments to not more than FIVE minutes; 2. State your name and place of residence; 3. Direct your comments to the Chair.

5. **CONSENT AGENDA**

   A. Committee Vacancy Announcement

   B. Minutes of the October 26 Solid Waste & Curbside Recycling Advisory Committee Meeting

   C. Reappointment Recommendation of James Lafolette to the Faith-Based Advisory Committee, Position 1, 3-year term ending December 31, 2029

6. ITEMS REMOVED FROM CONSENT AGENDA

7. PUBLIC HEARINGS

A. 2026 Hermiston Transportation System Plan (Ordinance Nos. 2388 & 2389 & Resolution No. 2443)

8. ORDINANCES AND RESOLUTIONS

A. Ordinance No. 2388- Adopting the 2026 Hermiston Transportation System Plan (see Public Hearings above)

B. Ordinance No. 2389- Amending Chapters 154 and 157 of the Hermiston Code of Ordinances to Implement Transportation Planning Standards (see Public Hearings above)

C. Resolution No. 2443- Amending the Revised City's Public Work Standards, Technical Specifications, and Standard Drawings Manual (see Public Hearings above)

D. Resolution No. 2448- Geer/Harper Rail Crossing Agreement.

E. Resolution No. 2449- SE 10th Park Acquisition

9. OTHER

A. Cancel the December 28, 2026 City Council Meeting

10. COMMITTEE REPORTS

A. City Committee and Liaison:

Airport Advisory, Budget, Hispanic Advisory, Library Board, Parks and Recreation, Planning Commission, Recreation Projects Fund, Faith-Based Advisory, Community Accountability, Public Safety, Public Infrastructure, Transit Planning, EOTEC, Stepping Stones Alliance (not a City Committee), Public Finance, Sanitary Disposal & Curbside Recycling, Vacancy Review

B. Mayor's Report

C. Council President's Report

D. Council Report

E. Youth Advisory Report

F. Manager's Report

11. RECESS FOR EXECUTIVE SESSION - At or After 7:30 PM

A. An Executive Session will convene pursuant to ORS 192.660 (2) (g) and (h) which allows the Council to meet in Executive Session for the purpose of discussing

preliminary negotiations involving matters of trade or commerce and matters pertaining to litigation with legal counsel

12. RECONVENE AND ADJOURN

**** AMERICANS WITH DISABILITIES ACT NOTICE****

Please contact Hermiston City Hall, 180 NE 2nd Street, Hermiston, OR 97838 (Phone No. 541-567-5521) at least 48 hours prior to the scheduled meeting time if you need an accommodation. TTY and TDD users please call Oregon Telecommunications Relay Service at 1-800-735-2900 or 711.

PUBLIC ANNOUNCEMENT

The City is accepting applications for the following Committees:

1. **Eastern Oregon Trade & Event Center** (Advertised 09/24/2026)
   - Position 7, Representing the Community At-Large, remainder of a 3-year term ending June 30, 2028

2. **Faith-Based Advisory Committee** (Advertised 08/20/2026)
   - Position 1 & 2, with a 3-year term ending December 31, 2029

3. **Parks & Recreation Advisory Committee** (Advertised 08/20/2026)
   - Position 7, with a 3-year term ending October 31, 2029

Deadline to apply for Committees: Open Until Filled

Applications and more information about these and all other City Committee's, Board's, and Commission's can be found on the City's website at: https://hermiston.or.us/volunteer or by using the QR Code. Have questions or are interested in applying? Reach out to Lilly Alarcon-Strong at: City Hall, 180 NE 2nd Street, Hermiston, at lalarcon-strong@hermiston.gov, or at 541-567-5004.

Proposed appointment(s) and confirmation(s) of these positions are made by the City Council. All appointments to city boards and commissions shall be made in accordance with the ordinances and city charter. Appointees shall not be full-time employees of the city, shall not be elected officials of the city, shall not be appointed to more than two boards or commissions at a time, and shall not sell to the city or its boards and commissions over which the council has appointive powers and budget control either directly as a prime contractor or supplier, or indirectly as a first-tier subcontractor or supplier. Sales shall be construed to mean sales, services or fees aggregating $20,000 or more in any one calendar year. Preference for appointees shall be given to city residents.

Solid Waste & Curbside Recycling Advisory Committee Meeting Minutes

October 26, 2026

Assistant City Manager Mark Morgan called the meeting to order at 5:18pm. Councilor Hayward was in attendance via Zoom. Councilor McCarthy was excused. Finance Director Ignacio Palacios arrived at 5:24pm. Kevin Miracle from Sanitary Disposal was in attendance.

Solid Waste and Curbside Recycling Updates

Mr. Morgan stated there will be some minor code updates on solid waste coming to the council soon. The updates are to rectify what is currently taking place with recycling, such as clarifying in the code that Solid Waste Management includes recycling. The code states each occupied address must have adequate solid waste service. Including recycling as a solid waste service aligns the code with the services required.

Sanitary disposal has proposed taking over solid waste billing from the city's Finance department. The city receives 2.5% of every penny Sanitary Disposal collects in franchise fees as well as 11% in billing fees. The billing fee compensates the city for staff time and materials cost of providing the billing service. The billing fee last year brought in a little over $600,000 to the general fund. Sanitary Disposal proposes absorbing all billing of City of Hermiston accounts while the City continues to receive 13.5% percent. The Finance Dept would gain staff capacity if not processing the billing for Sanitary Disposal. The council would have the options to keep Sanitary Disposal rates the same for customers and absorb any proposed rate increases or remove the billing rate in the future.

There is much interfacing between city staff and sanitary disposal staff. Providing account service in one place (through Sanitary Disposal) creates a better experience for the customer. Customers would receive two different bills and may see their "water" bill dropping as they mischaracterize the city utility bill. Code enforcement may experience some issues as existing customers who do not pay their garbage bill can have their water shut off. It may prove more difficult to enforce when loss of water service is no longer a consequence. Mr. Miracle said only a small amount of accounts go to collections. The garbage stops being picked up when payments are not made. Mr. Palacios stated the City sends less than 3% of bills to collections, however garbage only accounts tend to have higher collections rate.

Councilor Hayward commented additional garbage providers may wish to bid on the contract to provide services if the city is not handling billing. Mr. Miracle responded that there is a significant start-up cost to provide infrastructure and materials for service.

Mr. Miracle stated that Stanfield transitioned to Sanitary Disposal billing and the main issue was determining when payments transition over. They are working through Echo and will then move onto Boardman. If the cities agree, Umatilla and Hermiston would be targeted to begin the billing change in July.

Mr. Morgan stated the proposal will be brought to the council within the next couple of months.

DRAFT

Solid Waste & Curbside Recycling Advisory Committee Meeting Minutes

October 26, 2026

Public Comment

None given.

Adjourn

There were no other items of discussion, and the meeting was adjourned at 5:38pm.

DRAFT

Mayor and Members of the City Council

STAFF REPORT

For the Meeting of November 9, 2026

Title/Subject

Adoption of 2026 Hermiston Transportation System Plan

Summary and Background

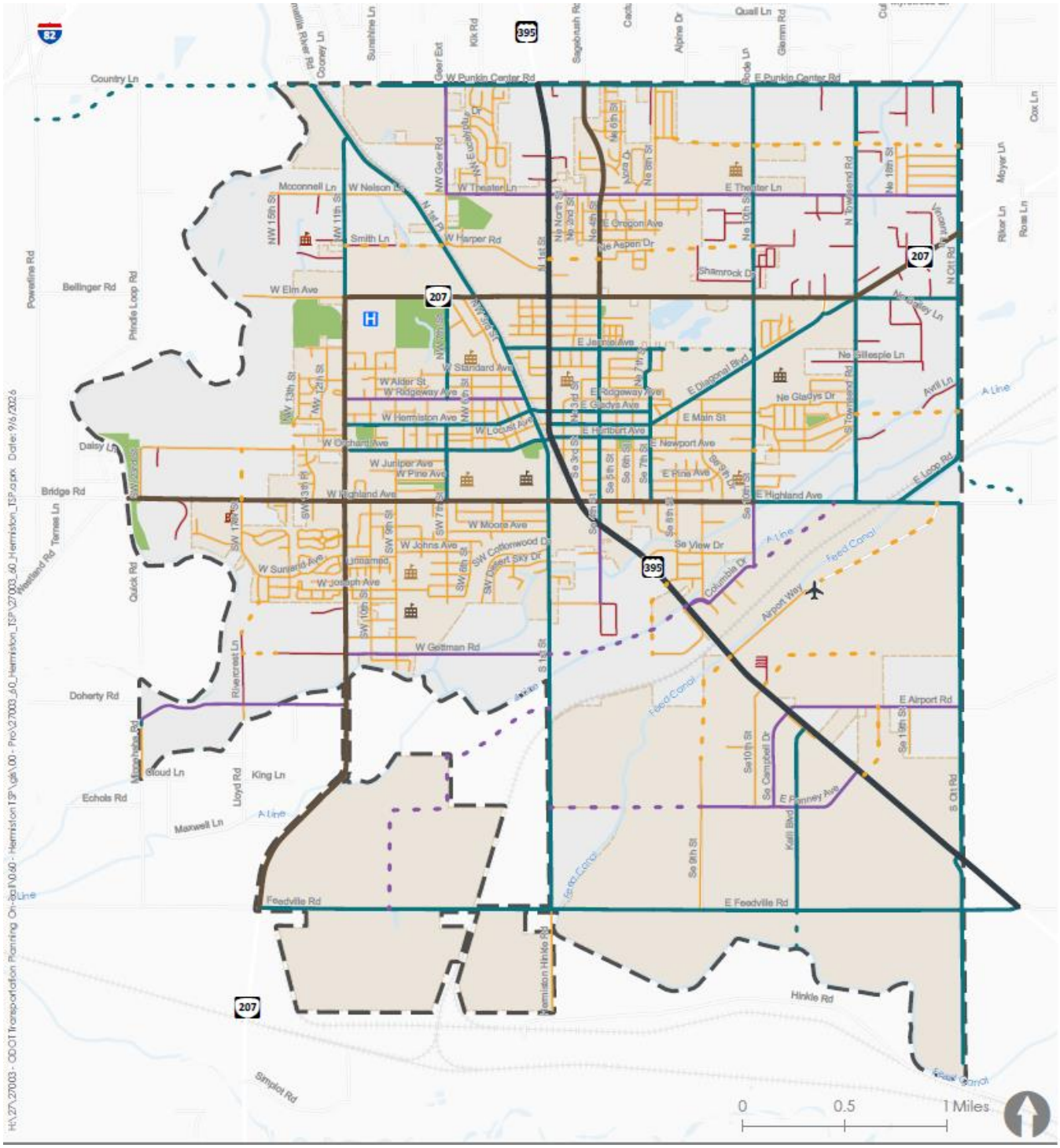
The 2026 update to the Hermiston Transportation System Plan (TSP) is ready for adoption. The TSP update constitutes a legislative update to the city's comprehensive plan and implementing land use ordinances. The update is funded through a TGM (Transportation and Growth Management) grant from the State of Oregon. Grant funds were used to prepare a new TSP with the assistance of Kittelson and Associates as the lead transportation engineers. Kittelson subcontracted with Anderson Perry and Urbsworks for additional assistance with specific work tasks.

Work began in the fall of 2025 on the TSP update. A project management team consisting of city staff, county staff, emergency services, public works staff, ODOT, and interested citizens representing various stakeholder groups all managed the update process providing feedback at all stages. The city also worked to provide a robust public participation process. Two virtual open houses with interactive maps were provided. These virtual open houses provided the public with an opportunity to identify areas of concern in the transportation network and to rate potential solutions to issues. The city held a public open house at a Hermiston High School football game in conjunction with a city council chat event and provided posters for the public to identify areas of concern in person. Two events were held targeting school-aged youth. An elementary school event at Loma Vista elementary provided an interactive transportation education event. High school students were also provided an opportunity for input. City staff and Kittelson staff conducted a second public open house at the Christmas Tree lighting event in 2025. The tree lighting was very well attended and valuable input was submitted on the TSP and potential projects.

The current TSP dates to 1997 and has been amended four times since adoption. The amendments were used to address specific issues arising from development pressures, such as adding new signals to the plan, and to comprehensively update the plan in 2014 as part of a regular review of the entire comprehensive plan. Nevertheless, the Hermiston TSP was created at a time when the city's population was just 10,000 and the city's population has doubled to 20,000 and many miles of road have been added to the network. Technology and social needs have also changed in the intervening years. The 1997 plan is no longer reflective of both of community needs nor does it adequately provide a framework for continued growth. Many of the projects have been completed or have been supplanted by other needs. Therefore, this

update is intended to entirely repeal the 1997 TSP and adopt and implement this new, 2026 TSP. Uncompleted projects were re-evaluated and carried forward into the new plan where appropriate or removed where no longer necessary. Cost estimates have been updated to reflect current construction costs.

Significant changes are proposed to the TSP over the 1997 plan. A new street classification plan is proposed. This new street classification plan upgrades the classification of several streets and designates new collector streets. As an example, Feedville Road is reclassified from a major collector from Highway 395 to S First Street and a rural collector from S First Street to Highway 207, to a major collector for its entire length within the Hermiston UGB reflecting the growth along the corridor and the 2025 UGB expansion. Figure 10 of the TSP illustrates the updated street classification. Dotted lines on the street classification map indicate the paths of streets which are planned for future construction as growth necessitates.



The TSP makes many notable changes to the planned transportation network. The technical memos accompanying the TSP best explain the changes in the network. Tech memo 5 (TM#5) is the in depth planning effort to develop the concept designs for many projects and is an appendix to the TSP in the adoption materials. Table 9 on pages 46 and 47 of TM#5 highlights the majority of major changes in the new TSP. The notable changes include:

- Removing the E Elm Ave Umatilla River bridge based on subsequent engineering work recommending the crossing be located at Punkin Center

- The E Highland/SE 4th St intersection improvements are changed from a signal to a roundabout

- The Highland/S 1st St intersection improvements retain future signal or roundabout improvements but adds in a second phase of safety improvements based upon the 2024 Safety Action Plan

- The W Orchard/S 1st St intersection adds in additional design alternatives to the existing signal plan based upon public input during the TSP development

- Multiple sidewalk improvements are changed to multi-use trails based upon the 2020 Parks Master Plan

- Multiple bicycle improvements are changed to multi-use trails based upon the 2020 Parks Master Plan

- The existing signal plan is changed to an intersection improvement plan to better encompass all intersection projects. The intersection improvement projects are listed on pages 43-48 of the TSP

- The 2026 TSP places a higher priority on planning for multi-modal transportation improvements than previous iterations of the TSP. Pedestrian, bike, trail, and transit projects are all included in this TSP

- A sidewalk improvement list is included per 2026 city council goal 1.5 in Table 6

The 2026 TSP in its entirety is attached to this report. The TSP and technical memos are also presented as exhibits to Ordinance No. 2388 for incorporation into the city comprehensive plan.

As part of the TSP update process the city's implementing ordinances for the TSP were also considered. Ordinance No. 2389 implements three text amendments detailed in the following paragraphs. It is recommended that changes to the land division and zoning code also be made as part of the adoption process. An amendment to the zoning code in Chapter 157 lowering the threshold for transportation impact studies is proposed. Currently, in the city's public works standards a development must generate at least 1,000 daily trips before a transportation study is required, unless the city determines that a development is significant and will require a study regardless of the trip threshold. This amendment changes the threshold to a flat threshold of 300 trips. The 1,000 trip threshold in the existing standard is too high to capture impacts from much of the city's development. At the same time, where staff has discretionary authority to require a study based on perceived impact does not meet the "clear and objective" standard required in state law for development codes for housing development. Therefore, in consultation with the transportation engineers, planning commission, and advisory committee, it was determined that a 300 trip threshold will capture the bulk of large scale development while also not posing an undue burden on small scale residential and commercial projects. The attached Resolution No. 2443 makes a simultaneous amendment to the text of the public works standards.

Two amendments to the land division code in Chapter 154 are also proposed. The subdivision standards currently impose a 600-foot maximum block length. This standard is higher than is considered best practice and does not contribute to pedestrian friendly residential development. After consulting with the consulting team, planning commission, and advisory committee, an

amendment lowering the maximum block length to 350 feet is proposed. Similarly, an amendment lowering the maximum length for cul-de-sac streets from 400 to 200 feet is proposed. Both block length and cul-de-sac length may exceed the maximum lengths at the developer's discretion where a pedestrian path connecting to the adjacent street network is constructed.

A separate appendix is included with the technical memos to the TSP. This appendix includes an additional set of potential updates to the development code for new street standards, street trees, residential development on collector and arterial streets, and other updates to the development code and public works standards which may be desired in the future. These recommendations were developed as part of the grant work program. During the joint city council/planning commission work session in March of 2026 it was determined that the city does not wish to implement these additional transportation changes during the adoption process. However, the unadopted changes are still included in the technical appendices for ease of future adoption should priorities change in the future.

The planning commission held a public hearing to consider the TSP adoption on October 7, 2026. After the conclusion of the public hearing the planning commission made three recommendations. The first recommendation was to adopt Ordinance 2388 repealing the existing TSP and adopting the 2026 TSP. The second recommendation was to adopt Ordinance 2389 making text amendments to Chapters 154 and 157 of the Hermiston Municipal Code to implement the recommendations of the TSP. The third recommendation is to adopt Resolution 2443 amending the public works standards regarding the trigger mechanism for transportation analysis.

Tie-In to Council Goals

1.5 *Complete Transportation System Plan Update (will include sidewalks)*

Fiscal Information

The grant to develop the updated TSP came from the State of Oregon TGM program and totaled $250,000. The city is obligated to provide a 12% match. The city match has been carefully tracked using in-kind staff time, volunteer time, planning commission and city council time, materials for outreach events, and publication costs. The match totals approximately $30,000 in staff time over the 18 months of project development.

The TSP contains a list of prioritized projects and potential funding sources for those projects. Specific projects identified in the 2025 Safety Action Plan also have budgets developed in TM#5 Attachment C.

Alternatives and Recommendation

Alternatives

The city council may choose to:

- Adopt or reject Ordinance 2388. Adoption of Ordinance 2388 will repeal the 1997 transportation system plan and update the project lists for intersection, vehicle, pedestrian, bicycle, and transit projects. Retaining the existing 1997 transportation system plan will retain existing planning until another update is proposed.

- Adopt or reject Ordinance 2389. Adoption of Ordinance 2389 will amend the land division code in Chapter 154 of the Hermiston Code of Ordinances to shorten cul-de-sac and block lengths and amend the zoning code in Chapter 157 to lower the trip count required for transportation analysis from 1,000 trips to 300 trips. Shorter block lengths will increase development costs but will promote pedestrian movement and walkable neighborhoods. Longer block lengths will retain lower development costs but Hermiston will continue to have longer block lengths than similar sized cities. Lower trip thresholds for transportation analysis will allow the city to better capture the impact of development on transportation infrastructure. The existing 1,000 trip threshold does not capture development impact except from the largest developments.

- Adopt or reject Resolution 2443. Adoption of Resolution 2443 will amend the public works standards to lower the threshold required for transportation analysis from 1,000 trips to 300 trips. Resolution 2443 acts as a companion document to Ordinance 2389.

Recommended Action/Motion

- Motion to adopt findings of fact in support of TSP adoption
- Motion to adopt Ordinance 2388
- Motion to adopt Ordinance 2389
- Motion to adopt Resolution 2443

Submitted By:

Clinton Spencer, Planning Director

FINDINGS OF FACT

Hermiston TSP Adoption

Ordinance No 2388

November 9, 2026

Statewide Planning Goals and Comprehensive Plan Policies.

Goal 1 and Policy 1. Citizen Involvement. The City will insure that citizens have an adequate opportunity to be involved in all phases of the planning process.

1. Notice of the planning commission hearing was published in the East Oregonian at least 10 days prior to the hearing on September 30, 2026 in accordance with §156.08(A) of the Hermiston Code of Ordinances.

2. Notice of the city council hearing was published in the East Oregonian at least 10 days prior to the hearing on October 14, 2026 in accordance with §156.08(A) of the Hermiston Code of Ordinances.

3. The Planning Commission held a public hearing on October 14, 2026 in accordance with §157.226(F).

4. The City Council held a public hearing on October 24, 2026 in accordance with §157.226(F).

5. The development of the TSP was overseen by an advisory committee made up of citizen stakeholders, elected and appointed Hermiston officials, public safety staff, public works staff, and affected governmental agencies.

6. Two public involvement workshops were held. One workshop was held on September 18, 2025 at a Hermiston High School football game. A second workshop was held on December 4, 2025 accompanying the City of Hermiston annual Christmas Tree lighting festival. The public were provided opportunities to comment on transportation related issues at each workshop.

7. Two virtual workshops were held online to provide additional opportunities for transportation related issues to be raised. All virtual materials were bilingual in English and Spanish. Advertisements of the virtual workshops were advertised in local media and social media. All invitations to participate in online workshops were bilingual in English and Spanish.

8. Two events were held at school facilities to solicit youth involvement and facilitate education in transportation planning. Classroom events were held at Loma Vista

and Rocky Heights Elementary Schools on September 18 and 19, 2025 respectively.

9. Two virtual events were held at Hermiston High School to solicit input from youth as to how older youth utilize various transportation networks and how to improve those networks.

10. Input from all public outreach activities is reflected in the technical memorandums accompanying the 2026 TSP and incorporated into the project lists.

Goal 1 and Policy 2. Planning Process. The City of Hermiston will monitor and update periodically its comprehensive plan and implementing ordinances to respond to changing conditions.

11. Policy 2 requires the City to annually review development activity and its impacts.

12. The City of Hermiston received a Transportation and Growth Management grant from the State of Oregon in 2024 to facilitate a review and update of the 1997 transportation system plan. After receiving the grant and developing a work plan to review the existing TSP, it was determined that a complete repeal of the 1997 TSP is appropriate and work commenced to develop a replacement TSP.

Goal 2 and Policy 3. Intergovernmental Coordination. The City of Hermiston will facilitate intergovernmental coordination so that decisions affecting local, state, and federal planning and development actions in the Hermiston area are rendered in an efficient and consistent manner.

13. The notice of proposed amendment was sent to the Department of Land Conservation and Development on September 9, 2026, 35 days prior to the first evidentiary hearing in accord with Oregon Administrative Rules, Chapter 660, Division 18.

14. The advisory committee overseeing development of the TSP included staff from the Oregon Department of Transportation, Umatilla County, Umatilla County Fire District #1, and the Department of Land Conservation and Development. All stakeholder agencies were provided opportunity to comment on and shape the development of all aspects of the 2026 TSP.

Goal 3 Agricultural Lands.

14. Goal 3 requires counties to preserve and maintain agricultural lands for farm uses. Counties must inventory agricultural lands and protect them by adopting exclusive farm use zones consistent with Oregon Revised Statute 215.203 et. seq. Goal 3 does not allow nonfarm uses like industrial development on lands zoned for exclusive farm use. This application is to consider modifications to the application of the Outlying Commercial zone within the city limits on lands that have already

been identified for urban industrial and commercial uses. Per OAR 660-033-0020(1)(c), "Agricultural Land" does not include land within acknowledged urban growth boundaries or land within acknowledged exception areas for Goal 3 or 4.

Goal 3 does not apply to this action.

Goal 4 Forest Lands, Goal 15 Willamette River Greenway, Goal 16 Estuarine Resources, Goal 17 Coastal Shorelands, Goal 18 Beaches and Dunes, Goal 19 Ocean Resources.

15. There are no tracts of lands subject to Goals 4, 15, 16, 17, 18, or 19 anywhere within the city limits or UGB. These goals are not applicable.

Goal 5 Natural Resources, Scenic and Historic Areas, and Open Space, Goal 6 Air, Water and Land Resource Quality, Goal 7 Areas Subject to Natural Hazards, Goal 8 Recreation Needs, Goal 9 Economic Development, Goal 11 Public Facilities and Services, Goal 13 Energy Conservation, Goal 14 Urbanization.

16. The City's acknowledged comprehensive plan has policies established for compliance with Goals 5, 6, 7, 8, 9, 11, 13, and 14. No new uses are being permitted through the amendment. No additional findings must be made demonstrating compliance with these Goals.

Goal 9 Housing

17. Housing is directly impacted by transportation planning. Appendix E, (Context and Site Analysis) provides context regarding existing zoning and future residential development.
18. The study area for future housing need is within the entirety of the Hermiston urban growth boundary. Housing need is projected from 2025 to 2045. There is estimated capacity for 18,000 housing units within the UGB.
19. The TSP provides updated road classifications and street extensions intended to accommodate housing construction between 2025 and 2045. Additionally, transit, pedestrian pathways, bike lanes, and multimodal needs are considered in the plan.

Goal 12 Transportation and OAR 660, Division 012

20. OAR 660-012-0015 requires all cities to develop and maintain a transportation system plan.

21. Preparation of local TSPs must be coordinated with ODOT. ODOT staff participated in the development of the TSP, participating in the advisory committee. Draft copies of all portions of the TSP have been provided to ODOT during document development. ODOT's testimony is incorporated into the appendices as needed.

Hermiston Comprehensive Planning Ordinance §156.08

22. Notice of the public hearing on the proposed amendment was published in the East Oregonian on September 30, 2026 more than 10 days in advance of the public hearing in accordance with 156.08(A).

23. Copies of the proposed TSP amendment have been available in the planning department office since September 30, 2026 in accordance with 156.08(B).

24. The planning commission adopted findings of fact regarding the proposed amendment following the closure of the public hearing on October 14, 2026. The planning commission recommended adoption of the proposed amendment to the city council based upon the findings of fact in accordance with 156.08(C).

25. The city council held a public hearing on October 26, 2026 regarding the proposed amendment. Notice of the city council hearing was published in the Hermiston Herald on October 14, 2026 more than 10 days prior to the hearing in accordance with 156.08(D).

26. The planning commission recommendation and proposed amendment were made available to the public on October 16, 2026, more than 10 days prior to the city council hearing in accordance with 156.08(E).

27. The proposed TSP applies both within city limits and the Hermiston urban growth boundary. Adoption of the amendment requires co-adoption by Umatilla County in accordance with 156.08(F)(2).

28. Notice of adoption will be sent to the LCDC and Umatilla County no later than five days after adoption by the city council in accordance with 156.08(G).

ORDINANCE NO. 2388

AN ORDINANCE ADOPTING THE HERMISTON TRANSPORTATION SYSTEM PLAN THROUGH THE REPEAL OF THE 1997 TRANSPORTATION SYSTEM PLAN AND ADOPTING THE 2026 TRANSPORTATION SYSTEM PLAN.

WHEREAS, the City of Hermiston operates under an existing Transportation System Plan (TSP) adopted by Ordinance 2002 adopted on December 13, 1999, and

WHEREAS, the TSP adopted by Ordinance 2002 was amended by Ordinance 2019 on July 24, 2000, Ordinance 2070 on June 9, 2002, Ordinance 2219 on June 9, 2014, and Ordinance No 2238 on February 22, 2016, and

WHEREAS, the City of Hermiston received a Transportation and Growth Management Grant from the State of Oregon March 19, 2025, to update and replace the existing Hermiston TSP, and

WHEREAS, the City of Hermiston contracted with Kittelson and Associates to prepare a new TSP and implementing code amendments, and

WHEREAS, the Hermiston Planning Commission held a public hearing on adoption of the proposed TSP on October 14, 2026, and the Hermiston City Council held a public hearing on adoption of the proposed TSP on November 9, 2026, now therefore

THE CITY OF HERMISTON ORDAINS AS FOLLOWS:

Section 1. The 1997 Hermiston Transportation System Plan and subsequent amendments as specified in the preamble to this ordinance are hereby repealed.

Section 2. The 2026 Hermiston Transportation System Plan dated September 2026 is hereby adopted and made a part of the Hermiston Comprehensive Plan.

Section 3. The findings of fact adopted by the city council on November 9, 2026, are incorporated herein by reference.

Section 4. The effective date of this ordinance shall be the thirtieth day after enactment.

ADOPTED by the Common Council this 9th day of November, 2026.
SIGNED by the Mayor this 9th day of November, 2026.

_____
Doug Primmer, MAYOR

ATTEST:

_____
Lilly Alarcon-Strong, CMC CITY RECORDER

ORDINANCE NO. 2389

AN ORDINANCE AMENDING CHAPTERS 154 (SUBDIVISIONS) AND 157 (ZONING) OF THE HERMISTON CODE OF ORDINANCES TO IMPLEMENT TRANSPORATION PLANNING STANDARDS ADOPTED IN THE 2026 HERMISTON TRANSPORTATION SYSTEM PLAN.

WHEREAS, the Hermiston City Council adopted the 2026 Hermiston Transportation Plan on November 9, 2026, and

WHEREAS, the 2026 TSP includes legislative text amendments to Chapters 154 and 157 of the Hermiston Code of Ordinances to implement new transportation planning standards affecting design and construction of transportation infrastructure, and

WHEREAS, the City of Hermiston held a public hearing of the Planning Commission on October 14, 2026 and of the City Council on November 9, 2026, now therefore

THE CITY OF HERMISTON ORDAINS AS FOLLOWS:

(New language is in red and underlined and repealed language has ~~a line through it~~.)

Section 1. Section 157.50(E) of Chapter 157 of the Hermiston Municipal Code is amended to read:

§ 157.150 **TRANSPORTATION IMPROVEMENTS, STANDARDS, AND PROCEDURES.**

(E) Traffic impact study. The applicant for a zone change, or a development or subdivision subject to the Development Standards of 157.160 et seq., shall submit a traffic impact study when the proposal meets the criteria as detailed in Section 5-1.1(D) of Hermiston's Public Works Standards. ~~affects a transportation facility if it:~~

~~(1) Changes the functional classification of an existing or planned transportation facility;~~

~~(2) Changes standards implementing a functional classification system;~~

~~(3) Allows types or levels of land use that would result in levels of traffic or access that are inconsistent with the functional classification of a transportation facility; or~~

~~(4) Would reduce the level of service of the facility below the minimum acceptable level identified in the Transportation System Plan.~~

Section 2. Section 154.15 of Chapter 154 of the Hermiston Municipal Code is amended to read:

§ 154.15 **RELATION TO ADJOINING STREET SYSTEM**.
(A) The function, location, width, and grade of streets shall be considered in relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of land to be served by the streets.

(B) The street system shall assure an adequate and safe traffic circulation system with intersection angles, grades, tangents, and curves appropriated for the traffic to be carried, considering the terrain.

(C) Off-set streets should be avoided.

(D) The angle of intersection between minor streets and major streets should not vary by more than 10 degrees from a right angle unless special intersection design is provided.

(E) Streets obviously in alignment with existing streets shall bear the names of the existing streets. All proposed street names should be checked to avoid duplication of other street names.

(F) If the subdivision abuts a present or proposed major arterial street, marginal interceptor streets running parallel to the arterial street may be required.

(G) Streets shall be interconnected and provide for continuation or appropriate extension to surrounding properties. Cul-de-sac streets shall be allowed only when one or more of the following conditions exist:

(1) Physical or topographic conditions make a street 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.

(2) Buildings or other existing development on adjacent lands physically precludes a connection now or in the future, considering the potential for redevelopment.

(3) Where street connection would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of the date of adoption of the TSP which preclude a required street connection.

(4) Where cul-de-sacs are planned, multi-use paths connecting the end of the cul-de-sac to other streets or neighborhood activity centers shall be provided if feasible.

(5) Cul-de-sac streets shall be as short as possible and should not exceed a length of ~~400~~ 200 feet. A cul-de-sac shall terminate with a turn-around. A cul-de-sac may extend to 350 feet where a paved pedestrian connection is provided connecting the cul-de-sac bulb to an adjacent street.

Section 3. Section 154.18 of Chapter 154 of the Hermiston Municipal Code is amended to read:

§ 154.18 **BLOCKS**.

(A) In residential zones, block lengths shall not exceed ~~600~~ 350 feet in length between intersecting through streets, except where topography or existing development creates conditions requiring longer blocks.

(B) Where block lengths exceed ~~600~~ 350 feet, the City may require a six-to ten-foot-wide paved bicycle/pedestrian access way through the block to enhance bicycle and pedestrian circulation by providing short, direct connections between destinations.

Section 3. The findings of fact adopted by the city council on November 9, 2026 are incorporated herein by reference.

Section 4. The effective date of this ordinance shall be the thirtieth day after enactment.

ADOPTED by the Common Council this 9th day of November, 2026.
SIGNED by the Mayor this 9th day of November, 2026.

_____
Doug Primmer, MAYOR

ATTEST:

_____
Lilly Alarcon-Strong, CMC CITY RECORDER

RESOLUTION NO. 2443

A RESOLUTION AMENDING THE REVISED CITY'S PUBLIC WORK STANDARDS, TECHNICAL SPECIFICATIONS, AND STANDARD DRAWINGS MANUAL

WHEREAS, it is necessary for the health and safety of the residents of the city that all public improvements be built to a uniform standard design in accordance with the best practices of engineering; and

WHEREAS, the City of Hermiston has adopted a Transportation System Plan dated September 2026 by Ordinance No. 2388, and

WHEREAS, the September 2026 Transportation System Plan recommends changes to the public works standards amending the threshold where traffic impact analyses are required in conjunction with development, and

WHEREAS, the engineering firm of Anderson Perry & Associates, Inc. have reviewed the existing standard plans and specifications and determined that revisions to the city's Public Works Standards, Technical Specifications, and Standard Drawings manual are necessary to accommodate the changing patterns of development in the city; and

WHEREAS, the Public Works Standards, Technical Specifications, and Standard Drawings manual adopted by Resolution 2403 is incorporated by reference.

NOW, THEREFORE, THE CITY OF HERMISTON RESOLVES AS FOLLOWS:

(New language is in red and underlined and repealed language has ~~a line through it~~.)

1. That Section 5-1.1 of the Public Works Standards, Technical Specifications, and Standard Drawings manual is amended to read:

   D. Traffic Analysis

   1. The City will require a Traffic Impact Analysis (TIA) as determined by the type of development and its potential impact to existing street systems. A TIA shall ~~may~~ be required for a development when:

   a. it will generate 300 ~~1,000~~ vehicle trips per weekday or more; or ~~,or~~

   b. its location, proposed site plan, and traffic characteristics could affect traffic safety, access management, street capacity, or known traffic problems or deficiencies in a development's study area~~; or.~~

c. it will change the functional classification of an existing or planned transportation facility; or

d. it will change standards implementing a functional classification system; or

e. it will allow types or levels of land use that would result in levels of traffic or access that are inconsistent with the functional classification of a transportation facility; or

f. it will reduce the level of service of the facility below the minimum acceptable level identified in the Transportation System Plan.

2. A TIA shall not be required for a residential development if:

a. The cumulative impact of the proposed development and development on abutting properties that received a certificate of occupancy or recorded a plat within the past five years will generate no more than 30 vehicle trips in any weekday a.m. or p.m. peak hour as determined by using the Institute of Transportation Engineers Trip Generation Manual (11th Edition); or

b. The proposed development completed a transportation impact study at the time of annexation within the past five years and that study assessed the impact of the same or more dwelling units than proposed under the new land use action; or

c. The application only proposes to convert an existing detached single family dwelling to a duplex; or

~~b.~~d. The application is for the development of twelve or fewer dwelling units.

~~2.~~3. The TIA shall be prepared by a professional engineer licensed in the State of Oregon who specializes in traffic engineering. At a minimum, the TIA shall contain the following:

a. Purpose of TIA and Study Objectives

1) A discussion of key traffic issues to be addressed and the transportation system and development objectives related to a specific development.

2) General transportation system objectives are:

a) to maintain safe and efficient traffic flow on surrounding street system;

b) to provide safe and effective transfer of vehicular traffic between the site and the street system, providing a convenient, safe, and efficient on-site and off-site movement of private, service, and delivery vehicles, pedestrians, transit and bicycles; and

c) to effectively mitigate adverse site-generated traffic impacts on affected streets and intersections. Site-specific objectives may be established by the City for each study and report.

b. Executive Summary

A concise summary of the study purpose/objectives, site location and study area, development description, key assumptions, findings, conclusions, and recommendations.

c. Description of Site and Study Area Roadways

1) A description of the site, study area, existing traffic conditions in the study area, anticipated nearby development, and committed roadway improvements that would affect future traffic in the study area.

2) The study area will be defined as all roads, ramps, and intersections through which peak hour site traffic composes at least 5 percent of the existing capacity of an intersection approach, or roadway sections on which accident character or residential traffic character is expected to be significantly impacted.

d. On-site Traffic Evaluation

An evaluation of the proposed (and alternative) site access locations, the adequacy of access depth, number of lanes, queuing storage, safety, and efficiency of proposed vehicular circulation, parking layout, pedestrians, service vehicle routes/facilities, together with recommendations for on-site traffic markings and controls.

e. Technical Appendix

A technical appendix including worksheets, charts, traffic count, and drawings to support findings as described in the body of the report.

f. Recommendations for Public Improvements

1) Recommendations should be made for external roadway improvements, such as additional through and turn lanes, and TCD necessitated as a result of the development. Recommended improvements to transit facilities, pedestrian, and bicycle circulation should also be reported.

2) The recommendations should specify the time period within which improvements should be made, particularly if improvements are associated with a phased development; the estimated cost of improvements; and any monitoring of operating conditions and improvements that may be needed.
If needed street improvements, unrelated to the development, are identified during the analysis, such improvements shall be reported.

g. Access Management

1) On sites with arterial and collector street frontages, the report shall evaluate and recommend the use of access management plans or techniques:

2) To separate basic conflict areas: Reduce the number of approaches or increase spacing between approaches and intersections.

3) To remove turning vehicles or queues from the through lanes (reduce both the frequency and severity of conflicts by providing separate paths and storage areas for turning vehicles and queues): Techniques may include turn restrictions, striping, medians, frontage roads, channelizing of lanes or approaches, shared approaches, access between similar uses, access consolidation, lanes for left or right turns, and other transportation system management actions.

h. A review of alternative access points for site access to highways, city streets, and county roads.

i. The analysis of alternate access proposals should include:

1) Existing daily and p.m. peak hour counts, by traffic movements, at intersections affected by generated traffic from the development. (Use traffic flow diagrams).

2) Projected daily and p.m. peak hour volumes for the same intersections and proposed access points when the development is in full service. (Use traffic flow diagrams.)

3) A determination of the existing levels of service and projected levels of service at each intersection and access points studied.

4) A discussion of the need for traffic signals. This should include a traffic warrant computation based on the "Manual on Uniform Traffic Control Devices."

a) The recommendations made in the TIA should be specific and should be based on a minimum level of service when the development is in full service. As an example, if a traffic signal is recommended, the recommendation should include the type of traffic signal control and what movements should be signalized. If a storage lane for right turn or left turn is needed, the
recommendation should include the amount of storage needed. If several intersections are involved for signalization and an interconnect system is considered, specific analysis should be made
concerning progression of traffic between intersections.

b) The TIA should include a discussion of bicycle and pedestrian usage and the facilities provided along with the availability of mass transit to serve the development, if appropriate.

2. That this resolution is effective immediately upon its passage.

PASSED by the Common Council this 9th day of November 2026.
SIGNED by the Mayor this 9th day of November 2026.

_____
Doug Primmer, MAYOR

ATTEST:

_____
Lilly Alarcon-Strong, CMC CITY RECORDER



HERMISTON TRANSPORTATION SYSTEM PLAN

DRAFT

September 2026

HERMISTON
OREGON

Inside front cover

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Hermiston Transportation System Plan

Hermiston, Oregon

September 2026



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Volume II: Technical Appendices (Under Separate Cover)

Volume II includes the following technical appendices:

- Appendix A – Public Involvement Summaries
- Appendix B – Transportation Technical Standards Memorandum
- Appendix C – Updates to the City's Development Code
- Appendix D – Project Vision and Guiding Principles
- Appendix E – Context and Site Analysis Memorandum
- Appendix F – Preliminary Concept Design Memorandum
- Appendix G – Revised Concept Design Memorandum

ACKNOWLEDGEMENTS

The City of Hermiston would like to acknowledge the following committees and individuals who helped guide the development of the Hermiston Transportation System Plan. Their time and effort devoted to the planning process was instrumental in creating this plan.

Project Management Team (PMT)

- Clint Spencer (City of Hermiston)
- Cheryl Jarvis-Smith (ODOT)

Technical Advisory Committee (TAC)

- PMT Members
- Cameron Meade (City of Hermiston)
- Roberto Herrera (City of Hermiston)
- Ron Sivey (City of Hermiston)
- Mark Morgan (City of Hermiston)
- Jason Edmiston (Hermiston Police)
- Paul Howland (ODOT)
- Marlow Stanton (ODOT)
- Tricia Mooney (Hermiston School District)
- Troy Blackburn (Hermiston School District)
- Dawn Hert (DLCD)
- Ben Dohery (Hermiston Planning Commission)
- Richard Hunsaker (Hermiston Resident)
- Megan Davchevski (Umatilla County)
- Matt Moore (Good Shepherd Health Care System)

Consultant Team

Kittelson & Associates

- Justin Delgado
- Corrie Parish
- Nick Foster
- Silas Jarett
- Casey Werner
- Kolbe Stets

Anderson Perry

- Andy Lindsey
- Grant Bannister
- Joshua Lott
- Dana Kurtz

Urbsworks

- Marcy McInelly
- Shelley Denison
- Emily Montavlo-Diaz

This Project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by Federal Highway Administration, local government, and State of Oregon funds.

The contents of this document do not necessarily reflect views or policies of the State of Oregon. Inclusion of an improvement in the TSP does not represent a commitment by ODOT to fund, allow, or construct the Project. Projects on the State of Oregon Transportation System that are contained in the TSP are not considered "planned" projects until they are programmed into the Statewide Transportation Improvement Program (STIP). As such, Projects proposed in the plan that are located on a State system cannot be considered as mitigation for future development or land use actions until they are programmed into an adopted STIP or ODOT provides a letter indicating that the Project is "reasonably likely" to be funded in the STIP. State Highway Projects that are programmed to be constructed may have to be altered or canceled at a later time to meet changing budgets or unanticipated conditions such as environmental constraints.

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1. EXECUTIVE SUMMARY

The Hermiston Transportation System Plan (TSP) identifies the transportation facilities, services, and investment priorities necessary to achieve the community's vision for a safe, efficient, and reliable transportation system. The City of Hermiston (Hermiston) last completed and adopted a TSP in 1997. The TSP is an element of the Hermiston Comprehensive Plan (incorporated by reference to the Comprehensive Plan). The TSP provides guidance for the planning, management, funding, and implementation of transportation facilities, policies, and programs within the Hermiston Urban Growth Boundary (UGB).

Since the adoption of the 1997 TSP, Hermiston has seen steady population growth, new residential and commercial development, and continues to see the adjacent areas grow as major data centers and other development enter the region.

This TSP was developed with community input and considers existing (2025) and projected future (2045) transportation system needs. To meet future needs anticipated from ongoing growth over the next 20 years, the plan identifies priority investments, policies, and programs to support future transportation and land use decision making through the City's Comprehensive Plan.

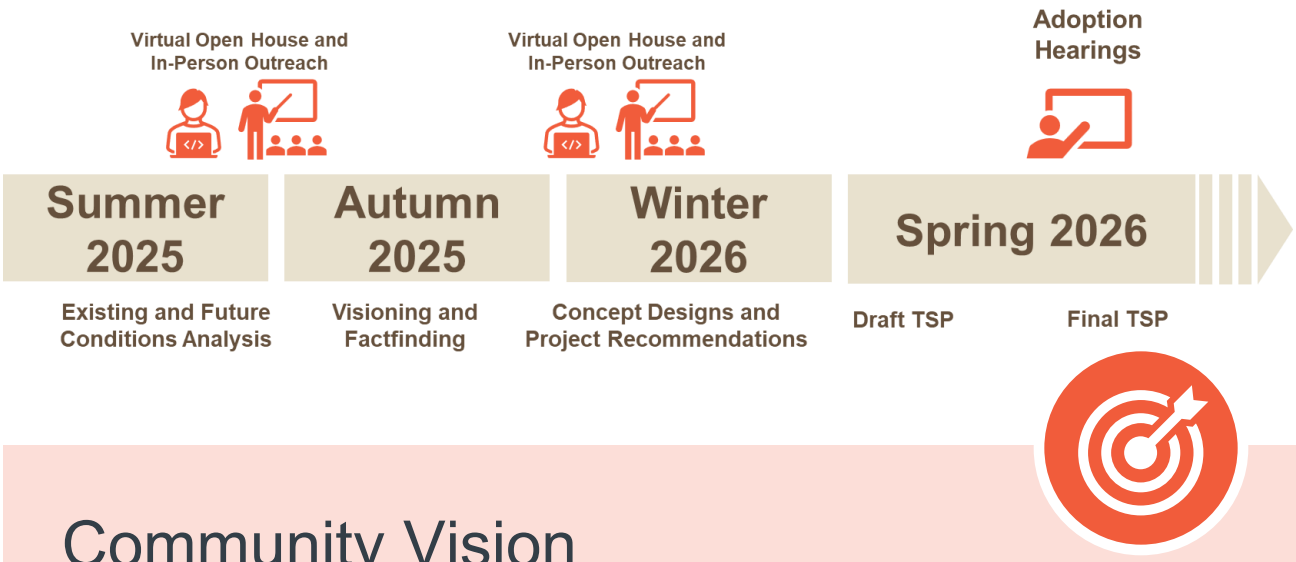
TSP Update Process

This TSP was developed through the following steps:

- Reviewing state, regional, and local transportation plans and policies that the Hermiston TSP must either comply with or be consistent with.
- Gathering community input through regular interactions with a technical advisory committee (TAC) and multiple public workshops and other engagement activities.
- Establishing goals and objectives for the future transportation network.
- Using an inventory and analysis of existing transportation facilities to serve as a foundation to establish needs.
- Identifying and evaluating future transportation needs to support the City's land use vision.
- Developing and prioritizing projects, policies, and programs that are reflective of the community's vision.

Implementing these steps took place over the timeline shown in Figure 1.

Figure 1 Hermiston TSP Project Timeline



Community Vision

The PMT and TAC developed the following vision for the TSP to guide its development, reflect community priorities, anchor project selection and prioritization, and define the transportation direction the City of Hermiston intends to move towards:

Hermiston will strive towards a safe, efficient, and reliable transportation network that meets the needs of, enhances the quality of life of, and supports the mobility of all transportation users.

COMMUNITY ENGAGEMENT

The project was informed by several community engagement activities that reached different groups. The opportunities were advertised via press releases and web-based communications and included upcoming meetings, online feedback opportunities, and documents for review via the project webpage on the City of Hermiston's website.

Public Involvement at a Glance

3 Outreach periods

3 Virtual open houses and surveys

5 In-person outreach events

264 Survey responses/online comments

120+ People interacted with in-person

3 Technical Advisory Committee meetings

The goal of the community engagement process was to develop a TSP that addresses the gaps and deficiencies in the transportation system while meeting the needs of the community. By providing several touchpoints throughout the project schedule, feedback could be incorporated and updated materials then brought back to verify with community members.

Most community engagement opportunities were pop-up-style outreach activities at locations and events of interest in the community. The project team and City staff provided handouts, set up posters, and asked community members to provide feedback at the following locations and events:

- Youth workshops at Loma Vista and Rocky Heights Elementary Schools
  (September 18-19, 2025)
- Hermiston High School football game in conjunction with City Chats
  (September 19, 2025)
- Hermiston Tree Lighting Celebration
  (December 4, 2025)

The city also hosted three virtual open houses via the project webpage. Public involvement summaries for all three rounds of engagement can be found in TSP Vol II, Appendix A.



Projects, Programs, and Plans

Figures 2 through 6 identify the planned roadway, intersection, pedestrian, bicycle, trail, and transit projects. In addition to identifying specific infrastructure projects, the project team also identified policy and programmatic direction to support the transportation system based on input from TAC members.

ROADWAY PROGRAMS AND PLANS

Throughout the TSP update process, the following roadway programs and plans were identified to support the city's transportation objectives:

- Evaluate adopting Alternative Mobility Targets for US 395 through Hermiston by completing a US 395 refinement plan.
- Update the City's Traffic Impact Analysis (TIA) Guidelines in the *Public Works Standards, Technical Specifications, and Standard Drawings* to require a TIA be completed for a development generating more than 300 vehicle trips per weekday and to exempt residential developments form preparing another TIA if one has been prepared for the same, or greater, number of units with the same site plan in the last five years.
  - Any other policy document or city code related to TIAs should reference the *Public Works Standards* for current TIA requirements to avoid inconsistent language or requirements.
- Increase residential setbacks where driveways are expected so that personal vehicles parked in driveways do not block the sidewalk.
- Evaluate development standards to improve street connectivity as new development occurs.
- Pilot test permeable pavement materials for off street parking and update code to allow these materials if successful.

- Evaluate updating standard street cross-sections to include:
  - Pathways or separated bike lanes on arterials
  - Provide flexibility in travel lane widths on arterials
  - Add a sidewalk buffer to arterials in the Central Business District
  - Queuing/yield street options for local residential streets

WALK AND ROLL PROGRAMS

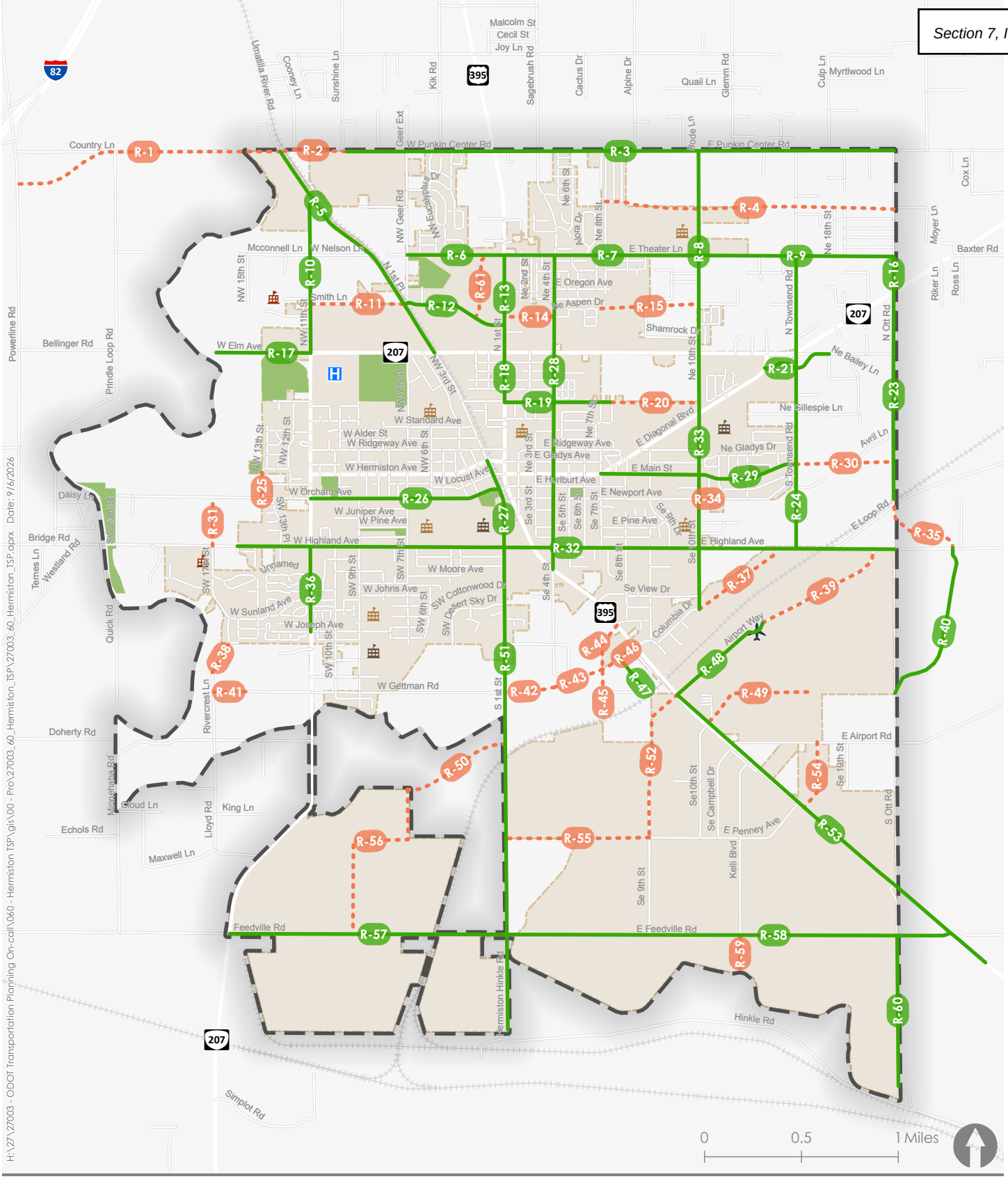
Throughout the TSP update process, the following walk and roll programs and plans were identified as actions to support the pedestrian and cyclist experience in the city:

- Update standard street cross-sections as noted under the Roadway System section.
- Develop and implement a process for filling in sidewalk gaps and enhancing crossings along walking routes to schools.

TRANSIT PROGRAMS

Hermiston does not own or operate transit serving the city; however, the following transit programs and plans were identified to support the existing transit system serving the city:

- Develop a program to prioritize and improve bus stops throughout the city.
- Maintain current taxi-based paratransit service and adapt as needed to evolving needs within the city.
- Continue to partner with Kayak for fixed-route public transit services.



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New Roadways/Extensions

Project on Existing Roadway

Hospital

Airport

Secondary School

Primary School

Private School

Railroad

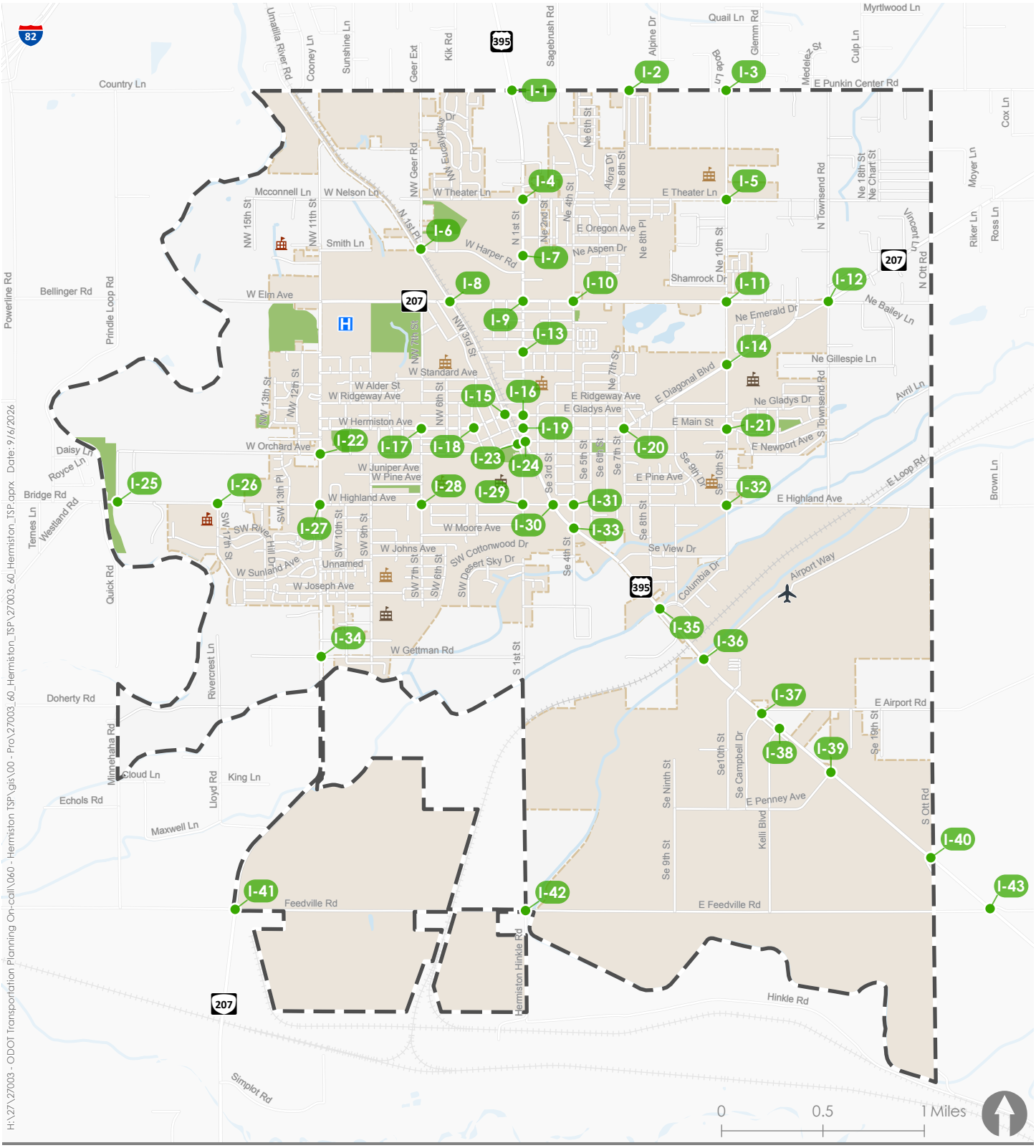
Park

Hermiston City Limits

Urban Growth Boundary (Study Area)

Figure 2

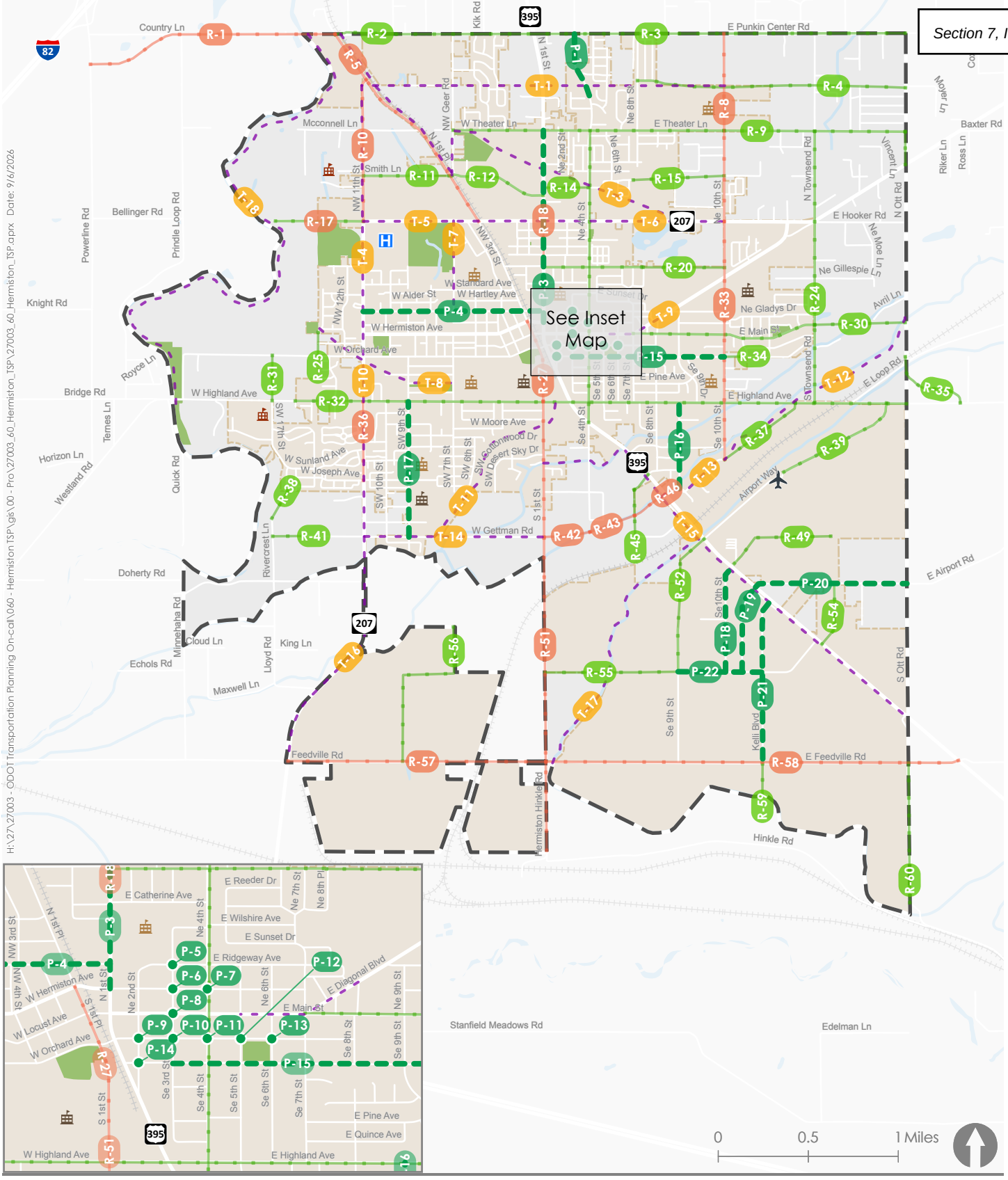
Roadway Projects



- Intersection Project
- Private School
- Secondary School
- Primary School
- Hospital
- Airport
- Park
- Hermiston City Limits
- Urban Growth Boundary(Study Area)

Figure 3

Intersection Projects



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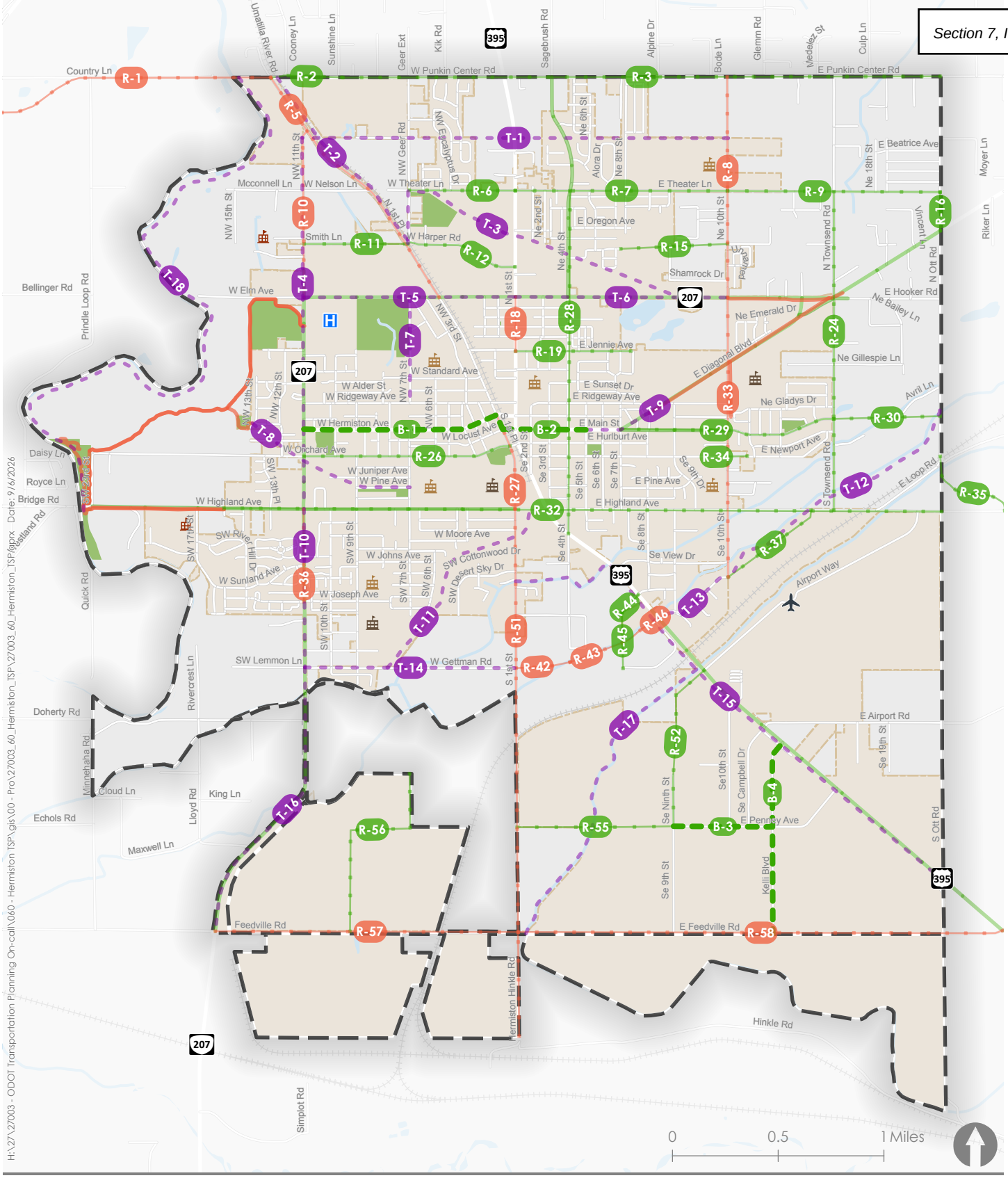
- Multi-Use Trail Projects
- Fill Sidewalk Gaps
- Pedestrian Projects Intersections

Roadway Projects With Pedestrian Improvements

- Fill Sidewalk Gaps/ New Sidewalks
- Multi-Use Trail
- Hospital
- Airport
- Private School
- Secondary School
- Primary School
- Park
- Hermiston City Limits
- Urban Growth Boundary(Study Area)

Figure 4

Pedestrian Projects



- New Bike Lanes
- Multi-Use Trail

Roadway Projects with Bicycle Improvements

- On-Street Bike Lane
- Multi-Use Trail

Existing Bicycle Facilities

- Bike Lane / Roadway Shoulder
- Existing Multi-Use Trails

- Hospital
- Airport
- Secondary School
- Primary School
- Private School
- Park
- Hermiston City Limits

- Urban Growth Boundary (Study Area)

Figure 5

Bicycle and Trail Projects

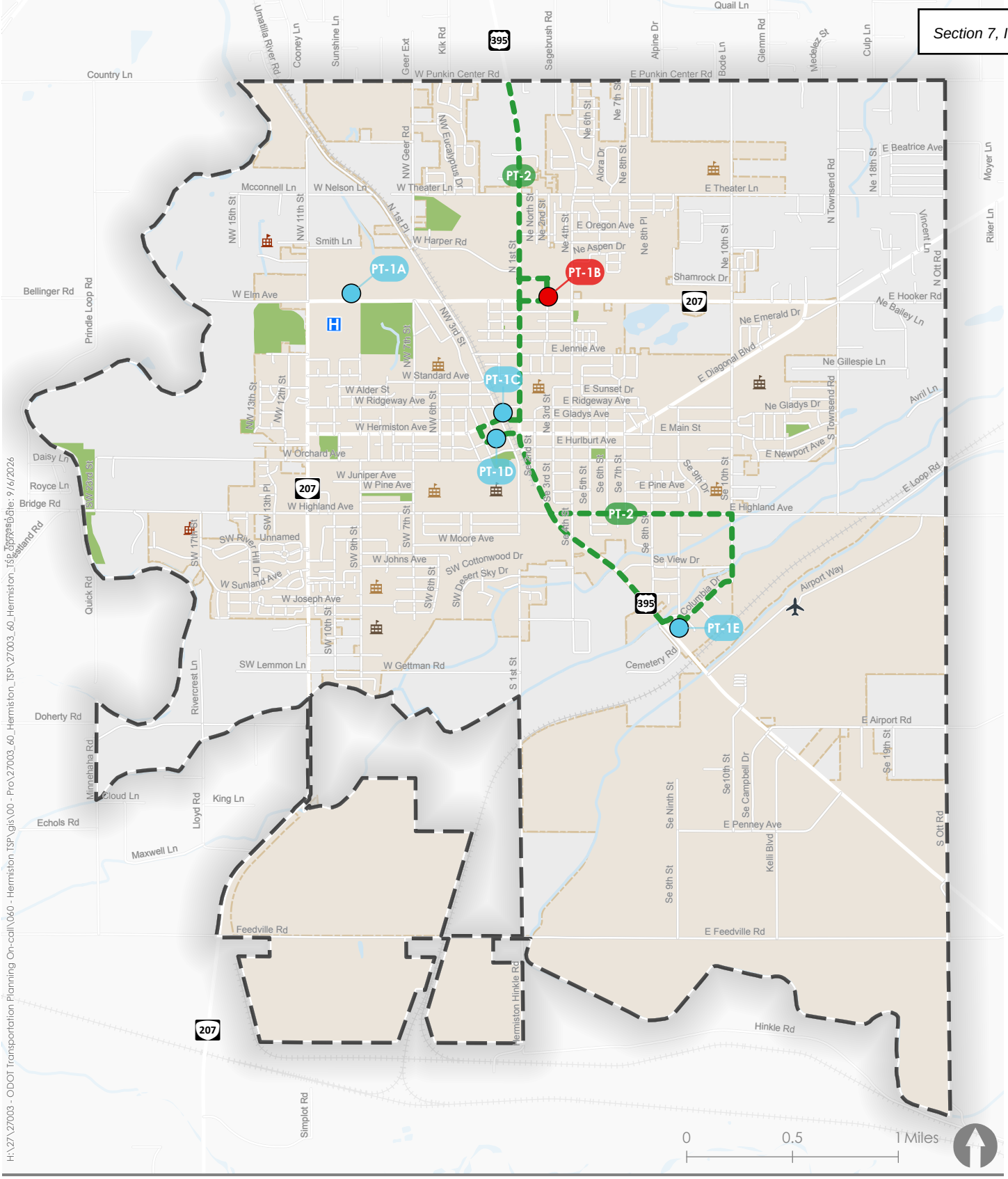


Figure 6

Transit Projects

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2. INTRODUCTION

The Hermiston Transportation System Plan (TSP) identifies the transportation facilities, services, and investment priorities necessary to achieve the community's vision for a safe, efficient, and reliable transportation system. The City of Hermiston (Hermiston) last completed and adopted a TSP in 1997. The TSP is an element of the Hermiston Comprehensive Plan (incorporated by reference to the Comprehensive Plan). The TSP provides guidance for the planning, management, funding, and implementation of transportation facilities, policies, and programs within the Hermiston Urban Growth Boundary (UGB).

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This TSP was developed with community input and considers existing (2025) and projected future (2045) transportation system needs. To meet future needs anticipated from ongoing growth over the next 20 years, the plan identifies priority investments, policies, and programs to support future transportation and land use decision making through the City's Comprehensive Plan.

Study Area

Hermiston is in northeastern Oregon and is the largest city in Eastern Oregon, with a population of over 20,000 in the 2025 Portland State University population estimates. The city is seeing a steady increase in development with recent industrial, residential, and government projects. The study area covers Hermiston's UGB, shown in Figure 7.

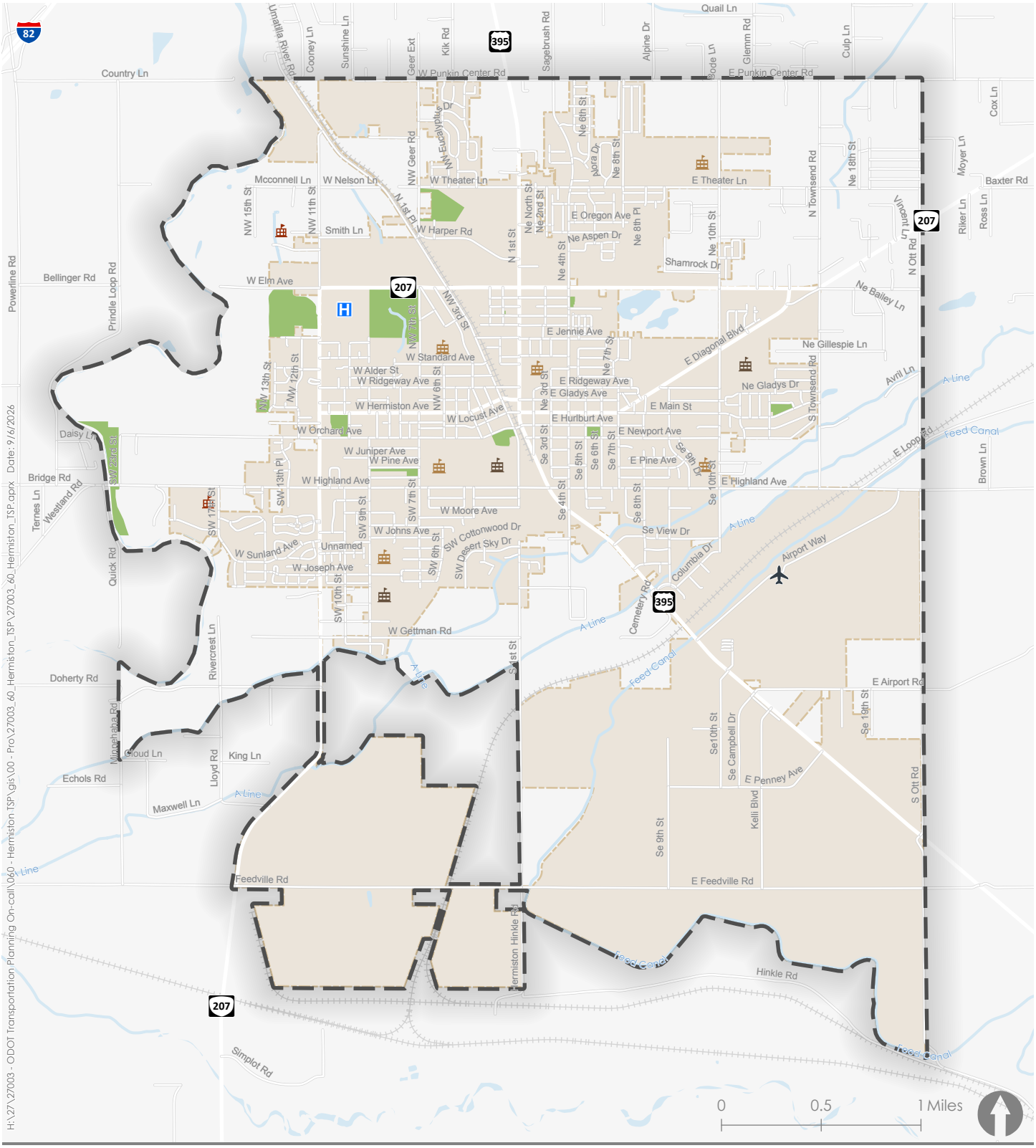


Figure 7

Study Area

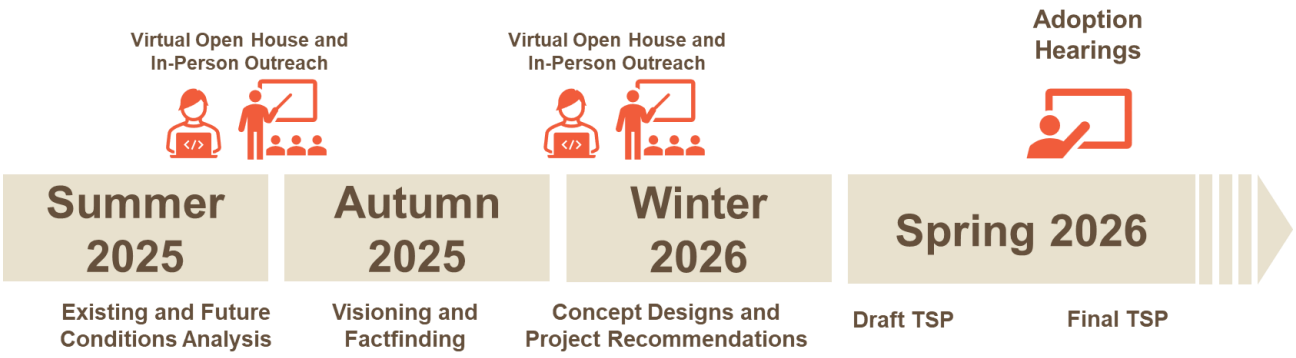
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- Establishing goals and objectives for the future transportation network.
- Using an inventory and analysis of existing transportation facilities to serve as a foundation to establish needs.
- Identifying and evaluating future transportation needs to support the City's land use vision.
- Developing and prioritizing projects, policies, and programs that are reflective of the community's vision.

Implementing these steps took place over the timeline shown in Figure 8.

Figure 8 Hermiston TSP Project Timeline



COMMITTEES

The TSP update was developed in coordination with City of Hermiston and ODOT staff who made up the Project Management Team (PMT), along with key representatives of the community that make up the Technical Advisory Committee (TAC). The TAC consisted of City of Hermiston, ODOT, Umatilla County, Hermiston Planning Commission, Hermiston School District, Hermiston Police, Oregon Department of Land Conservation and Development, Good Shepherd Health Care System, and general public representatives. The TAC provided technical guidance throughout the project. They reviewed and commented on technical memorandums and participated in three committee meetings.

COMMUNITY ENGAGEMENT

The project was informed by several community engagement activities that reached different groups. The opportunities were advertised via press releases and web-based communications and included upcoming meetings, online feedback opportunities, and documents for review via the project webpage on the City of Hermiston's website.

The goal of the community engagement process was to develop a TSP that addresses the gaps and deficiencies in the transportation system while meeting the needs of the community. By providing several touchpoints throughout the project schedule, feedback could be incorporated and updated materials then brought back to verify with community members.



Most community engagement opportunities were pop-up-style outreach activities at locations and events of interest in the community. The project team and City staff provided handouts, set up posters, and asked community members to provide feedback at the following locations and events:

- Youth workshops at Loma Vista and Rocky Heights Elementary Schools *(September 18-19, 2025)*
- Hermiston High School football game in conjunction with City Chats *(September 19, 2025)*
- Hermiston Tree Lighting Celebration *(December 4, 2025)*

The city also hosted three virtual open houses via the project webpage. Public involvement summaries for all three rounds of engagement can be found in TSP Vol II, Appendix A**.**

Statutory Context

The TSP was developed in compliance with Oregon Revised Statute (ORS) 197.712 and the Department of Land Conservation and Development (DLCD) administrative rule known as the Transportation Planning Rule (TPR, OAR 660-012). These rules require that the TSP provides for a transportation system that accommodates the expected growth in population and employment based on the visions and expectations of the Comprehensive Plan. As required by the TPR, the TSP was developed in coordination with local, regional, and state plans, which helped shape the TSP's goals and objectives, as detailed in Chapter 3. The TSP satisfies the state's requirements for a local transportation system plan to provide and encourage a safe, convenient, and economic transportation system, as established by Oregon Statewide Planning Goal 12: Transportation (OAR 660-012-0015).

Per the TPR, this TSP identifies multimodal transportation needs for users of all ages, abilities, and incomes. As such, the TSP identifies solutions to address existing and future transportation needs, with a focus on enhancing safety and connectivity for people bicycling, walking, using transit, and driving. ODOT provided review on the *Transportation Technical Standards Memorandum* (see TSP Vol II, Appendix B) to ensure the TSP process would comply with state practices. Also per the TPR, updates for the City's development code have been prepared to support implementation of the solutions in the TSP (see TSP Vol II, Appendix C)

3. GUIDING PRINCIPLES AND OBJECTIVES

Community Vision

The PMT and TAC developed the following vision for the TSP to guide its development, reflect community priorities, anchor project selection and prioritization, and define the transportation direction the City of Hermiston intends to move towards:

Hermiston will strive towards a safe, efficient, and reliable transportation network that meets the needs of, enhances the quality of life of, and supports the mobility of all transportation users.

Guiding Principles and Objectives

At the onset of the planning process, Hermiston defined six guiding principles and supporting objectives for its transportation system. These guiding principles and objectives helped guide the review and documentation of existing and future transportation system needs, the development and evaluation of potential projects to address community needs, and ultimately the selection and prioritization of projects for inclusion in the TSP update. The memorandum documenting this process is seen in TSP Vol II, Appendix D.

The goals and objectives will enable the City to plan for, and consistently work toward, achieving the community vision. These goals and objectives are presented below. Each guiding principle is equal in priority and presented in no particular order.

Guiding Principle #1: Safety

Objective #1a: Improve the safety of the transportation network for all users.

Objective #1b: Prioritize sidewalk and bikeway improvements that provide safe access to/from schools, parks, activity centers, transit centers/stops, and Downtown Hermiston

Objective #1c: Coordinate with local and regional agency partners to develop street design standards that balance the needs of all users, including freight, emergency vehicles, and people walking, biking, and using mobility devices.

Objective #1d: Monitor the system and address locations with a history of serious injury crashes and fatalities on the roadway network.

Guiding Principle #2: Mobility

Objective #2a: Balance regional mobility needs with local connectivity and safety needs.

Objective #2b: Provide for the efficient movement of goods between key local and regional freight and agricultural destinations.

Guiding Principle #3: Connectivity

Objective #3a: Enhance network connectivity for all transportation users, with an emphasis on schools, employment centers, and other key destinations.

Objective #3b: Plan for a well-connected roadway network that efficiently disperses traffic and connects to key destinations.

Objective #3c: Prioritize infilling gaps within the existing pedestrian and bicycle network.

Objective #3d: Improve existing transportation facilities to meet Americans with Disabilities Act (ADA) standards.

Guiding Principle #4: Community

Objective #4a: Prioritize investment in areas of greatest need.

Objective #4b: Continue to engage the public throughout the project development and implementation process.

Guiding Principle #5: Environment

Objective #5a: Develop a resilient multimodal transportation system that provides travel options during natural disasters or emergencies.

Objective #5b: Prioritize transportation improvements that minimize impacts to natural resources such as trees, streams, wetlands, wildlife corridors, and endangered species.

Guiding Principle #6: Fiscal Strategy

Objective #6a: Leverage available regional, state, and federal resources.

Objective #6b: Prioritize maintenance and efficiency of the existing transportation system before adding capacity or new facilities to the transportation network.

Objective #6c: Take advantage of opportunities to pilot new or emerging treatments and technologies.

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4. TRANSPORTATION CONTEXT

This chapter provides a high-level overview of findings from the transportation system assessment, covering each travel mode. It includes inventory information, as well as analysis results.

Existing Transportation Conditions

The assessment provides a baseline understanding of the existing transportation system inventory and an analysis of how it operates, including traffic conditions, street connectivity, safety performance, and other aspects. The inventory also covers a review of land uses and population demographics to understand how they are served by the current transportation system.

Details on the inventory, review, and analyses of needs are provided in TSP Volume II, Appendix E. Key highlights of the inventory and findings are presented in Table 1 with more details provided in the following sections.

Table 1 Existing Conditions Key Findings

Needs Category	Key Findings
Land Uses & Population Demographics	• Hermiston has capacity for continued residential and employment growth within the UGB, with substantial residential development expected in the northeast quadrant of the city. • Industrial growth potential remains strong, though large, single-parcel industrial properties are limited. • A sizable Spanish-speaking population and varied English proficiency levels may influence future mobility needs and outreach strategies.
Roadways	• US 395 and OR 207 function as the primary facilities accommodating freight and regional travel in the city. • Limited local street connectivity shifts short local trips onto higher-classification corridors, there is an opportunity to avoid this in new developments. • Many roads were not constructed to current City standards and are missing items such as turn lanes, bike lanes, and/or sidewalks. • Additional collector and local street connections would support new development and improve local circulation.
Intersections	• Several intersection's proximity to rail lines makes signal timing and queue management complex. • Multiple intersections were listed on the City's high injury network or flagged by ODOT analysis for potential safety related improvements. • Anticipated growth in residential and employment uses is expected to increase delay beyond City or ODOT performance targets.
Bicycle & Pedestrian System	• Bicycle facilities are limited and discontinuous. There are short segments along certain corridors such as Elm Avenue and Highland Avenue. • Sidewalk gaps and limited enhanced crossing opportunities on higher-speed corridors affect walking comfort and accessibility.
Public Transportation	• Regional transit connections provide mobility for transit-dependent populations. • Coordination between service providers will remain important as the city grows.

Needs Category	Key Findings
Freight & Rail System	• Freight relies on US 395 and OR 207 for connections to I-84, I-82, and agricultural and industrial uses. • Rail infrastructure, including Union Pacific facilities near Hermiston and at the Hinkle Yard, supports agricultural and industrial freight movement. • Regional freight assets contribute to Hermiston's role in distribution-oriented employment.

ROADWAY OWNERSHIP

Public streets within the UGB are operated and maintained by three jurisdictions: the City of Hermiston, ODOT, and Umatilla County. Figure 9 displays roadway ownership in the UGB. ODOT has jurisdiction over US 395 and OR 207, and the City of Hermiston has jurisdiction over most remaining streets within city limits. Umatilla County primarily owns streets outside of city limits, though still within the UGB. These County roads could be transferred to City ownership as annexation or other actions occur. Future potential transfers will be evaluated individually and carried out in accordance with relevant agreements between the City and County.

Some private roads are present in the UGB, however, the TSP does not include projects for them.



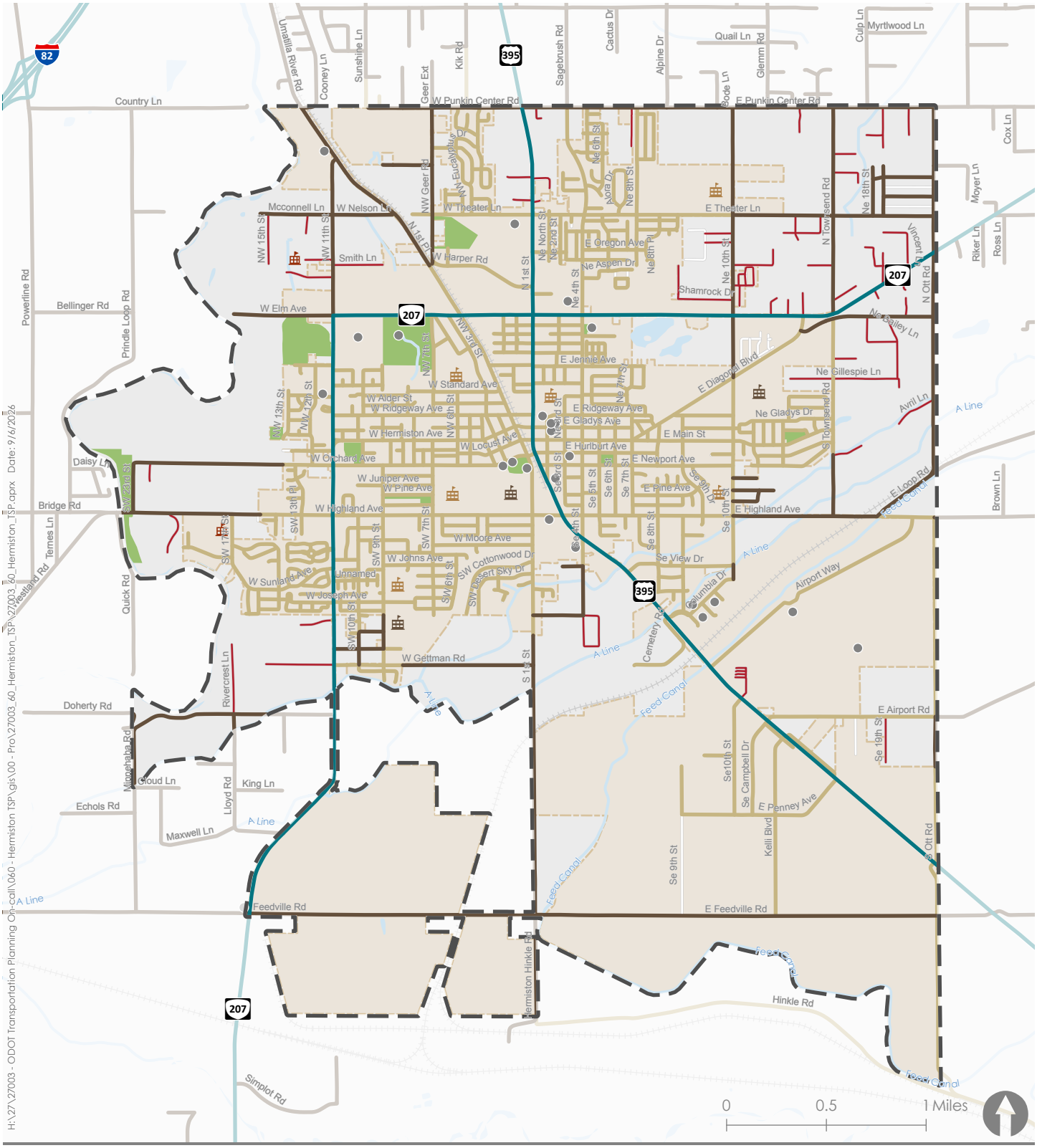


Figure 9

Roadway Owner

ROADWAY FUNCTIONAL CLASSIFICATION

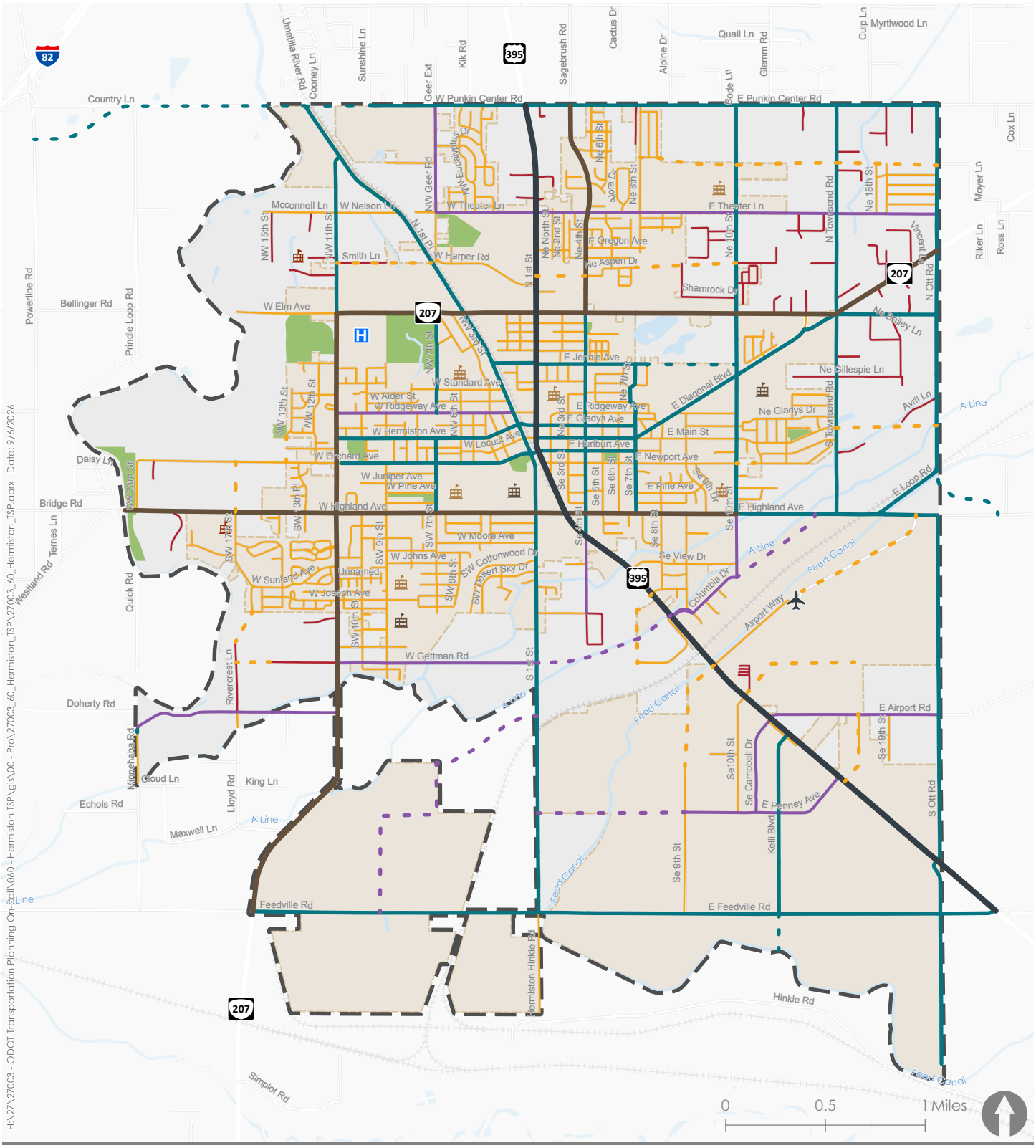
Roadway functional classifications organize streets based on their role within the transportation system and their relationship to land use. Classifications describe the balance between mobility and access and help inform appropriate street design, operations, access management, and the provision of pedestrian and bicycle facilities.

Within the Hermiston UGB, roadways are classified at the federal, state, and local levels. These classifications guide roadway design standards, access spacing, and eligibility for funding for the agencies responsible for maintaining and operating the facilities. A detailed evaluation of changes to functional classifications as part of this TSP can be found in TSP Vol II, Appendix F and Appendix G.

The City of Hermiston uses four primary functional classifications, illustrated in Figure 10 and described below:

- **Arterials** are major roadways intended to accommodate higher traffic volumes and facilitate movement into, out of, and through the city. While arterials may provide access to adjacent properties, their primary function is mobility. Higher speeds and volumes may require enhanced separation or design treatments to comfortably accommodate people walking and bicycling.
    - Arterials are subdivided into major and minor designations based on observed and relative use compared to other arterials in the city. Major arterials will carry more vehicles and therefore have more travel lanes, not allow for on-street parking, and may implement stricter access management standards compared to minor arterials.
        - Only US 395 is a major arterial in the City.
- **Collectors** provide connections between arterials and the local street network. They gather traffic from local streets, support moderate travel speeds, and may provide direct access to adjacent land uses while balancing mobility and access.
    - Like arterials, collectors are subdivided into major and minor designations based on observed and relative use compared to other collectors in the city. Major collectors may have center turn lanes and require bike lanes to maintain acceptable LTS levels, parking may or may not be allowed.
        - Gladys Avenue is an example of a major collector with Gettman Road being an example of a minor collector.
- **Local Streets** primarily provide direct access to abutting land uses. They operate at lower speeds and volumes and are intended to support walking, bicycling, on-street parking, and local vehicle traffic, with heavy truck traffic discouraged except for local deliveries.
- **Private Streets** provide access within private developments and are maintained and regulated by the property owner.

Figure 10 illustrates existing streets and proposed arterial and collector roads, which are discussed further in the Roadway Projects section of this plan. It does not illustrate all potential future roads, especially local streets. Local streets are expected to be built out as needed as development occurs according to City code, site topography, and other site needs.



Existing Functional Classification

- Urban Major Arterial
- Urban Minor Arterial
- Urban Major Collector
- Urban Minor Collector
- Local
- Private

- Dashed Indicates Proposed Future Street
- Hospital
- Airport
- Secondary School
- Primary School
- Private School

- Hermiston City Limits
- Park
- Urban Growth Boundary (Study Area)

Figure 10

Functional Classification

FEDERAL CLASSIFICATIONS

The Federal Highway Administration (FHWA) assigns functional classifications to public roadways to support system planning and determine eligibility for federal funding. While the City and FHWA classification systems generally align within the Hermiston UGB, a review identified several roadway segments where federal and City classifications differ.

The functional classification of certain roads has been updated in Figure 10 to match FHWA's classifications; however Table 2 identifies roadway segments where further coordination is recommended. In these cases, it is recommended that the City work with FHWA to update federal classifications to better reflect the City's long-term transportation vision and planned roadway functions.

Table 2 Streets with Conflicting Functional Classification Designations

Street	Extents	FHWA Classification	City Classification
SE 4th Street	US 395 to Christiansen Lp	Local	Collector
Columbia Drive	Highland Avenue to US 395	Local	Collector
E Penney Avenue	SE 9th Street to Kelli Boulevard	Local	Collector
SE Campbell Drive	E Penney Avenue to US 395	Local	Collector
E Airport Road	US 395 to Ott Road	Local	Collector

TRUCK FREIGHT, RAIL, AND BRIDGES

This section provides an overview of truck and rail freight facilities and bridges in Hermiston.

Truck Freight

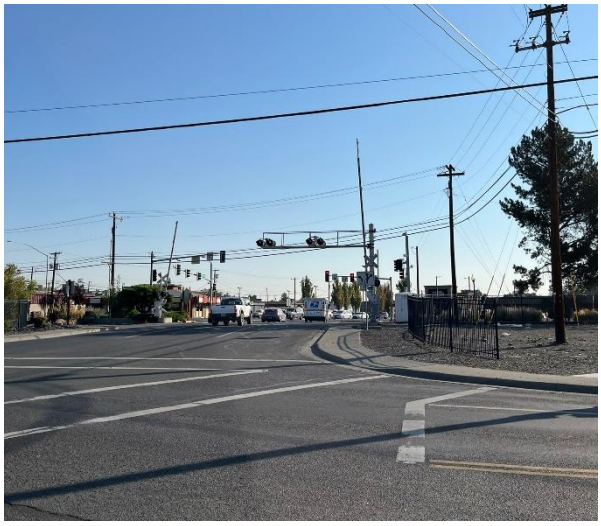


The Oregon Highway Plan (OHP) documents State freight designations. There are two freight routes running through the Hermiston UGB: US 395 and OR 207. The OHP also recognizes I-82, I-84, and US 730 as freight routes, which are located within five miles of Hermiston and accessed via US 395 and OR 207. The OHP identifies OR 207 and US 395 as Reduction Review Routes.

Additionally, the National Highway System (NHS), a federal designation for interstates and key roadways, like principal arterials, recognizes I-84 and US 395 as part of this network which is critical to the state and national economy.

Major freight generators and receivers in the Hermiston UGB are local agriculture, industry, Meyer Distributing on Penney Avenue, and the Walmart distribution center on US 395.

Rail



Rail is a critical element of freight transportation within the greater region. Hermiston is located north of the junction of three major Union Pacific (UP) rail lines: the UP Portland Subdivision to Portland, the UP Ayer Subdivision to Spokane, and the UP La Grande Subdivision to La Grande. These three rail lines meet at the Union Pacific Hinkle Yard. The Hinkle Yard is also a major maintenance and repair facility and includes fueling, switching, and assembly activities. In addition to these major rail lines, the Port of Umatilla is served by the Umatilla Branch Line.

The UP Portland and La Grande subdivisions closely parallel the I-84 corridor. The Ayer subdivision runs to the southeast of Hermiston, continuing to the northeast before reaching the Columbia River. The Umatilla branch line passes directly through the city of Hermiston, primarily along S 1st Pl. In addition, a small branch line, which serves local industries south of Hermiston, includes an at-grade crossing located near the S 1st St/Feedville Rd intersection. The Umatilla Branch Line includes nine at-grade crossings in Hermiston. The Umatilla Branch sees 2 trains per day.

OHP freight routes, rail lines, and rail crossings are shown in Figure 11.

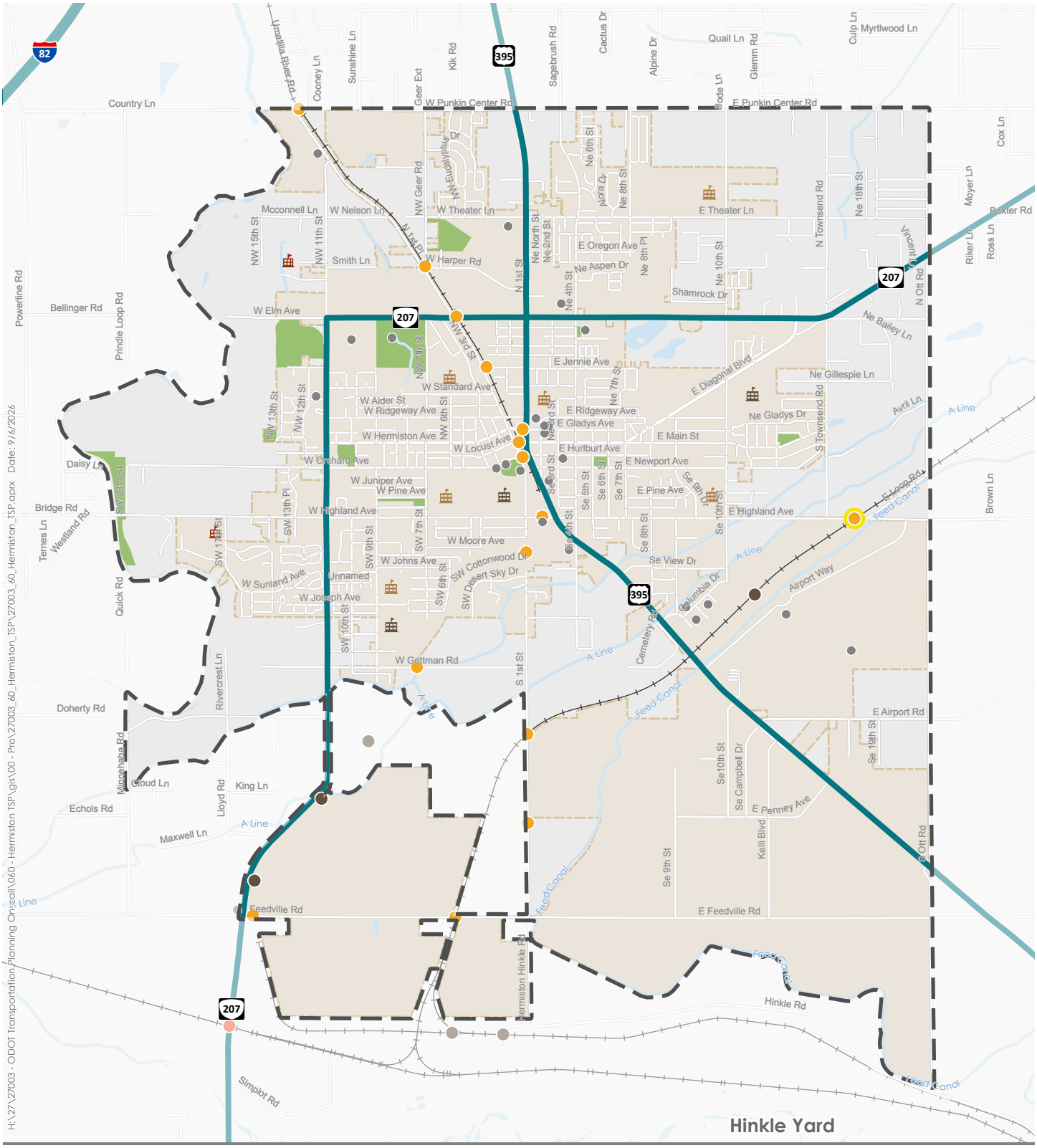


Figure 11

Freight Routes, Rail Crossings, Rail Lines

Bridges

Hermiston, Umatilla County, ODOT, and Union Pacific Railroad own and operate bridges within the UGB. Union Pacific bridge conditions were not available at the time of this document's creation, and as such have been excluded from this inventory. Bridge conditions are evaluated with a sufficiency rating to remain in service, where values range from 0-100, with higher values indicating higher sufficiency. A bridge with a sufficiency rating below 50 indicates that the bridge is in poor condition and is eligible for replacement. Bridges rated between 50 and 80 indicate that the bridge is in fair condition, and that rehabilitation, if cost-effective, will bring the bridge up to current standards. Bridges with sufficiency ratings above 80 may have specific elements that do not meet current minimum standards but overall are in good or adequate condition and are not eligible for federal funding[1]. Figure 12 maps bridges within the UGB by ownership and sufficiency rating.

Table 3 summarizes bridges by ownership and sufficiency ratings, as provided in 2023 Umatilla County GIS data.

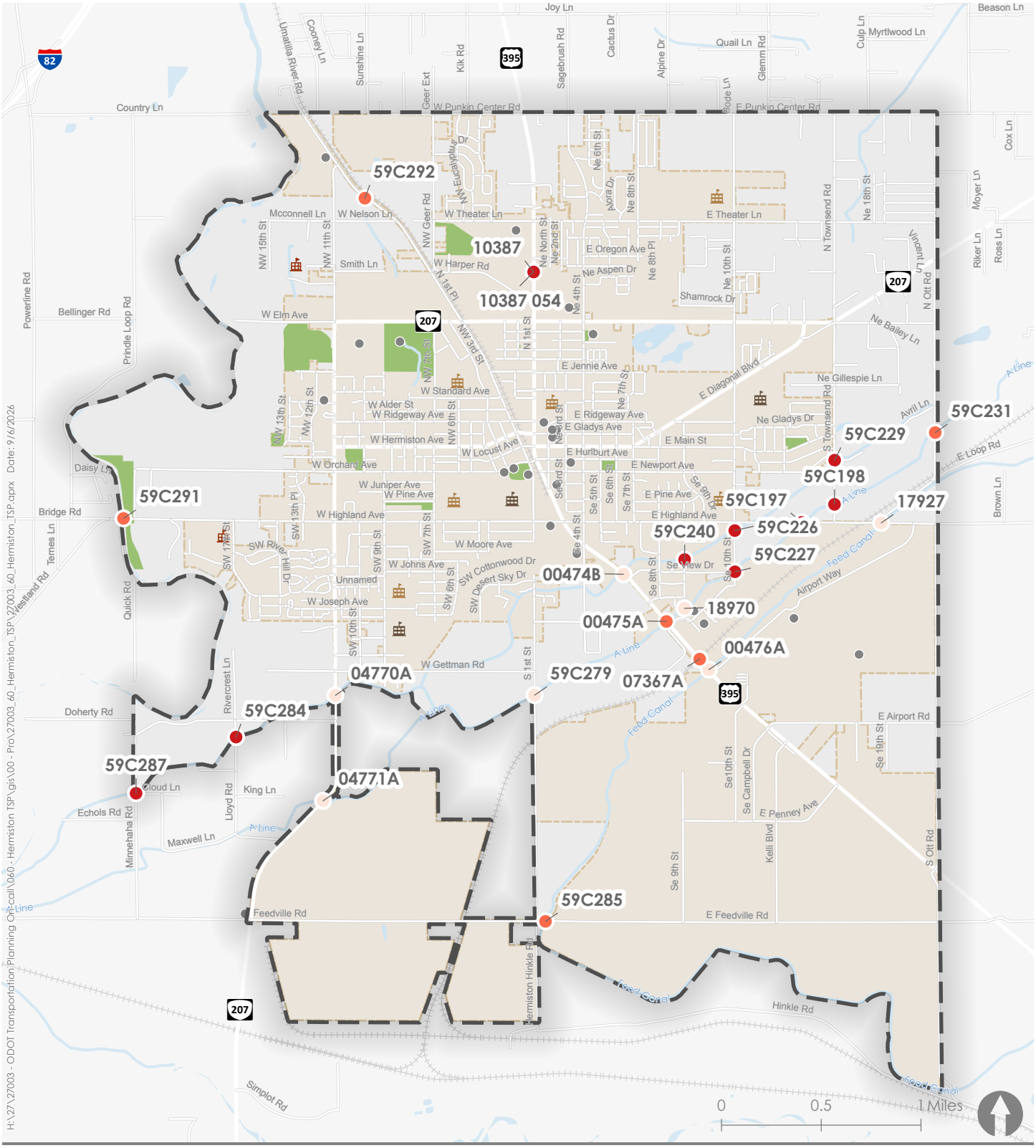
Table 3 Bridge Sufficiency Rating

Name	ID	Owner	Carries	Crosses	MP	Local Functional Classification	Sufficiency Rating
Maxwell Canal, Hwy 54	00474B	ODOT	US 395 (HWY 054)	MAXWELL CANAL	6.27	Arterial	88.20
A Line Canal, Hwy 54	00475A	ODOT	US 395 (HWY 054)	A LINE CANAL	6.60	Arterial	77.70
USRS Feed Canal, Hwy 54 at MP 6.91	00476A	ODOT	US 395 (HWY 054)	USRS FEED CANAL	6.91	Arterial	80.50
Maxwell Canal, Hwy 333	04770A	ODOT	OR 207 (HWY 333)	MAXWELL CANAL	9.54	Arterial	96.20
A-Line Canal, Hwy 333	04771A	ODOT	OR 207 (HWY 333)	A-LINE CANAL	10.09	Arterial	95.30
Hwy 54 over UPRR (Hermiston)	07367A	ODOT	US 395 (HWY 054)	UPRR	6.84	Arterial	58.60
Hermiston Irrigation Ditch, Hwy 54	10387	ODOT	US 395 (HWY 054)	HERMISTON IRR DITCH	4.59	Arterial	***11.00***
US Feed Canal, E Highland Extension	17927	Umatilla County	E HIGHLAND EXT	US FEED CANAL	0.04	Collector	98.00
A Line Canal, SE 9th Ave	18970	City of Hermiston	SE 9TH AVENUE	A LINE CANAL	0.43	Local	97.00

[1] Federal Highway Administration. 1995. Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges. https://www.fhwa.dot.gov/bridge/mtguide.pdf

Name	ID	Owner	Carries	Crosses	MP	Local Functional Classification	Sufficiency Rating
A Line Canal, Highland Ave	59C197	Umatilla County	HIGHLAND AVENUE	A LINE CANAL	7.00	Collector	***49.00***
A Line Canal, Townsend Rd	59C198	Umatilla County	TOWNSEND ROAD	A LINE CANAL	0.07	Local	***31.00***
Maxwell Ditch, County Rd 1219	59C226	Umatilla County	COUNTY RD 1219	MAXWELL DITCH	0.04	Collector	***38.30***
A Line Canal, SE 10th St	59C227	Umatilla County	SE 10TH STREET	A LINE CANAL	0.24	Collector	***38.80***
Irrigation Canal, County Rd 1217	59C229	Umatilla County	COUNTY RD 1217	IRR CANAL	0.32	Local	***38.30***
A Line Canal, S Ott Rd	59C231	Umatilla County	SOUTH OTT ROAD	A LINE CANAL	0.25	Collector	72.50
Irrigation Ditch, County Rd 1197	59C240	Umatilla County	COUNTY RD 1197	IRR DITCH	0.19	Local	***33.50***
A Line Canal, Hermiston Hinkle Rd	59C279	Umatilla County	HERMISTON-HINKLE	A LINE CANAL	0.87	Collector	88.80
Maxwell Ditch, Llord Rd #1191	59C284	Umatilla County	LLOYD RD C1191	MAXWELL DITCH	0.07	Local	***18.70***
US Feed Canal, Feedville Rd	59C285	Umatilla County	FEEDVILLE ROAD	US FEED CANAL	1.44	Collector	75.40
Maxwell Ditch, County Rd 1187	59C287	Umatilla County	COUNTY RD 1187	MAXWELL DITCH	0.67	Local	***43.20***
Umatilla River, West Highland Extension	59C291	Umatilla County	WEST HIGHLAND EXT.	UMATILLA RIVER	3.67	Arterial	59.00
Hermiston Ditch, Umatilla River Rd	59C292	Umatilla County	UMATILLA RIVER RD	HERMISTON DITCH	4.30	Collector	71.10

Cells in the table above that are **bolded**, *italicized*, and highlighted indicate a bridge is in poor condition.



Sufficiency Rating

- 80 - 100
- 50 - 79
- 0 - 49

- Secondary School
- Primary School
- Private School
- Other Key Destinations

- Park
- Hermiston City Limits
- Urban Growth Boundary (Study Area)

Figure 12

Bridges by Owner & Sufficiency Rating

5. PROJECTS, PROGRAMS, AND PLANS

This chapter presents the transportation system projects, programs, and plans that are intended to address Hermiston's transportation needs and desires over the next 20 years. These projects represent recommended investments in the transportation system that satisfy community priorities outlined in the *Guiding Principles and Objectives Chapter.*

Project Prioritization

Projects were evaluated and prioritized based on a pre-established set of criteria. Projects were scored based on how well they advance the goals and policies of the TSP, address identified transportation needs and can reasonably be implemented over time. A full list of evaluation criteria can be viewed in TSP Vol II, Appendix D, and a matrix showing the raw scores for individual projects can be found in TSP Vol II, Appendix G.

Projects Involving ODOT Facilities

Several proposed projects are on ODOT highways. Further coordination with ODOT will be required to implement these projects, including determining design elements through preliminary and final design processes. They are subject to future ODOT approvals by the State Traffic and Roadway Engineers, pursuant with the *ODOT Traffic Manual*.

Projects recommending a change in intersection traffic control on ODOT highways will be required to complete an intersection control evaluation (ICE) in accordance with ODOT policy to determine the form of intersection control (e.g., roundabout, traffic signal) that will be implemented. In order for the ICE study to recommend a traffic signal, the intersection must meet MUTCD warrants. Installing a signal will also require following ODOT Traffic Signal Policy & Guidelines.

Any roadway or intersection projects on a state highway will also be required to follow relevant Oregon Administrative Rules (OARs) and ODOT policies and processes. This includes obtaining necessary

permits for new or modified state highway access, and in sections where ODOT has purchased access control, obtaining the necessary access reservation or grant of access.

Roadway Projects

Roadway projects include new road segments as well as improvements to existing corridors. Some projects build on recommendations from previous plans and studies, while others are newly developed through this TSP update. These projects include upgrading existing roads to modern design standards, adding new connections, realigning roads, and safety-focused changes.

Table 4 describes the roadway projects included in the plan and Figure 13 illustrates their locations. Rows highlighted in grey indicate the project is part of the City's priority project list. These projects are described in additional detail in the project summary sheets in Appendix G in Volume II of this TSP.



Table 4 Roadway Projects

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
R-1	City/ County	Punkin Center Road	Umatilla River Road	Country Ln	Extend Punkin Center Rd west of Umatilla River Rd, construct sidewalks and on-street bike lanes within City limits and a multi-use trail in the County. Coordinate with Umatilla County to plan and construct a bridge across the Umatilla River.	High
R-2	City	Punkin Center Road	Sunshine Ln	N 1st Pl	Extend Punkin Center Rd to N 1st Pl with buffered sidewalks and on-street bike lanes.	High
R-3	City	Punkin Center Road	Ott Rd	Sunshine Ln	Reconstruct Punkin Center Rd to urban collector standards between Ott Rd and Sunshine Ln with sidewalks and on-street bike lanes.	High
R-4	City	New Street	NE 8th St	Ott Rd	Construct a new east – west urban collector roadway with sidewalks from NE 8th Street to Ott Road between Punkin Center Road and Theater Lane.	Low
R-5	City	N 1st Place	Punkin Center Rd	OR 207	Reconstruct N 1st Pl to urban collector standards between Punkin Center Rd and OR 207 with an adjacent multi-use trail.	High
R-6	City	Theater Lane	Geer Rd	US 395	Reconstruct Theater Ln to urban collector standards between Geer Rd and US 395 with on-street bike lanes while filling gaps with sidewalks.	Medium
R-7	City	Theater Lane	US 395	NE 10 St	Reconstruct Theater Ln to urban collector standards between US 395 and NE 10th St with on-street bike lanes while filling gaps with sidewalks.	High
R-8	City	NE 10th Street	Punkin Center Rd	OR 207	Reconstruct NE 10th St to urban collector standards between Punkin Center Rd and OR 207 with an adjacent multi-use trail.	High
R-9	City	Theater Lane	NE 10th St	Ott Rd	Reconstruct Theater Ln to urban collector standards between NE 10th St and Ott Rd with sidewalks and on-street bike lanes.	Medium

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
R-10	City	NW 11th Street	Elm Ave (OR 207)	N 1st Pl	Reconstruct NW 11th St to urban collector standards between Elm Ave and N 1st Pl with an adjacent multi-use trail.	Medium
R-11	City	W Harper Road	N 1st Pl	NW 11th St	Extend Harper Rd to NW 11th St with sidewalks and on-street bike lanes.	Low
R-12	City	W Harper Road	N 1st Pl	US 395	Reconstruct Harper Rd to urban collector standards between N 1st Pl and US 395 with sidewalks and on-street bike lanes.	High
R-13	State	US 395	Theater Ln	OR 207	Work with property and business owners along the corridor to consolidate driveways and/or reduce full access points.	High
R-14	City	Aspen Drive	NE 4th St	US 395	Extend Aspen Dr to US 395 with sidewalks.	High
R-15	City	Aspen Drive	Kenna Dr	NE 10th St	Extend Aspen Dr to NE 10th St with sidewalks and on-street bike lanes.	Medium
R-16	City	Ott Road	OR 207	Theater Ln	Reconstruct Ott Rd to urban collector standards between OR 207 and Theater Ln with sidewalks and on-street bike lanes.	Medium
R-17	City	W Elm Avenue	NW 11th St	End of Elm Ave	Reconstruct Elm Ave to urban collector standards west of NW 11th St while filling gaps with sidewalks.	Medium
R-18	State	US 395	Jennie Ave	OR 207	Construct enhanced crossing (including median refuge island and rectangular rapid flashing beacons), ADA ramps, curb extensions, a median through the Dogwood Avenue intersection, and hardened centerlines on US 395 from Jennie Ave to OR 207 while rebuilding or filling in sidewalk gaps, as described in the Safety Action Plan and shown in TSP Vol II, Appendix G.	High
R-19	City	Jennie Avenue	N 1st St	NE 5th Pl	Reconstruct Jennie Ave to urban collector standards between N 1st St and NE 5th Pl with new on-street bike lanes while filling gaps with sidewalks.	High

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
R-20	City	Jennie Avenue	NE 8th St	NE 10th St	Extend Jennie Ave to NE 10th St with sidewalks.	Medium
R-21	City	Hooker Road	Diagonal Blvd	Townsend Rd	Relocate the Hooker Rd intersection with Townsend Rd to the south to provide adequate intersection spacing from Townsend Rd's new intersection with OR 207 as part of Project I-12.	Low
R-22	City	Hooker Road	Bailey Ln	Townsend Rd	Relocate the Hooker Rd intersection with Townsend Rd to the south to provide adequate intersection spacing from Townsend Rd's new intersection with OR 207 as part of Project I-12.	Low
R-23	City	Ott Road	Railroad	OR 207 (Diagonal Blvd)	Reconstruct Ott Rd to urban collector standards between the Union Pacific Railroad Crossing and OR 207.	Low
R-24	City/State	Townsend Road	E Highland Ave	E Theater Lane	Change Townsend Rd functional classification to collector, reconstruct the roadway to urban collector standards, and extend roadway from Hooker Rd across OR 207. Construct on-street bike lanes and sidewalks. Townsend Rd's new intersection with OR 207 is project I-12.	High
R-25	City	NW 13th Street	Madrona Ave	Orchard Ave	Extend NW 13th St to Orchard Ave with sidewalks.	Low
R-26	City	Orchard Avenue	OR 207	US 395	Construct enhanced crossings, pedestrian curb extensions, bidirectional cycle track, and add landscaping strips on Orchard Avenue from OR 207 to US 395 with on-street bike lanes, as described in the Safety Action Plan and shown in TSP Vol II, Appendix G.	High
R-27	City	S 1st Place	Hermiston Ave	Highland Ave	Reconstruct S 1st St to urban collector standards between Hermiston Ave and Highland Ave with an adjacent multi-use trail.	Medium

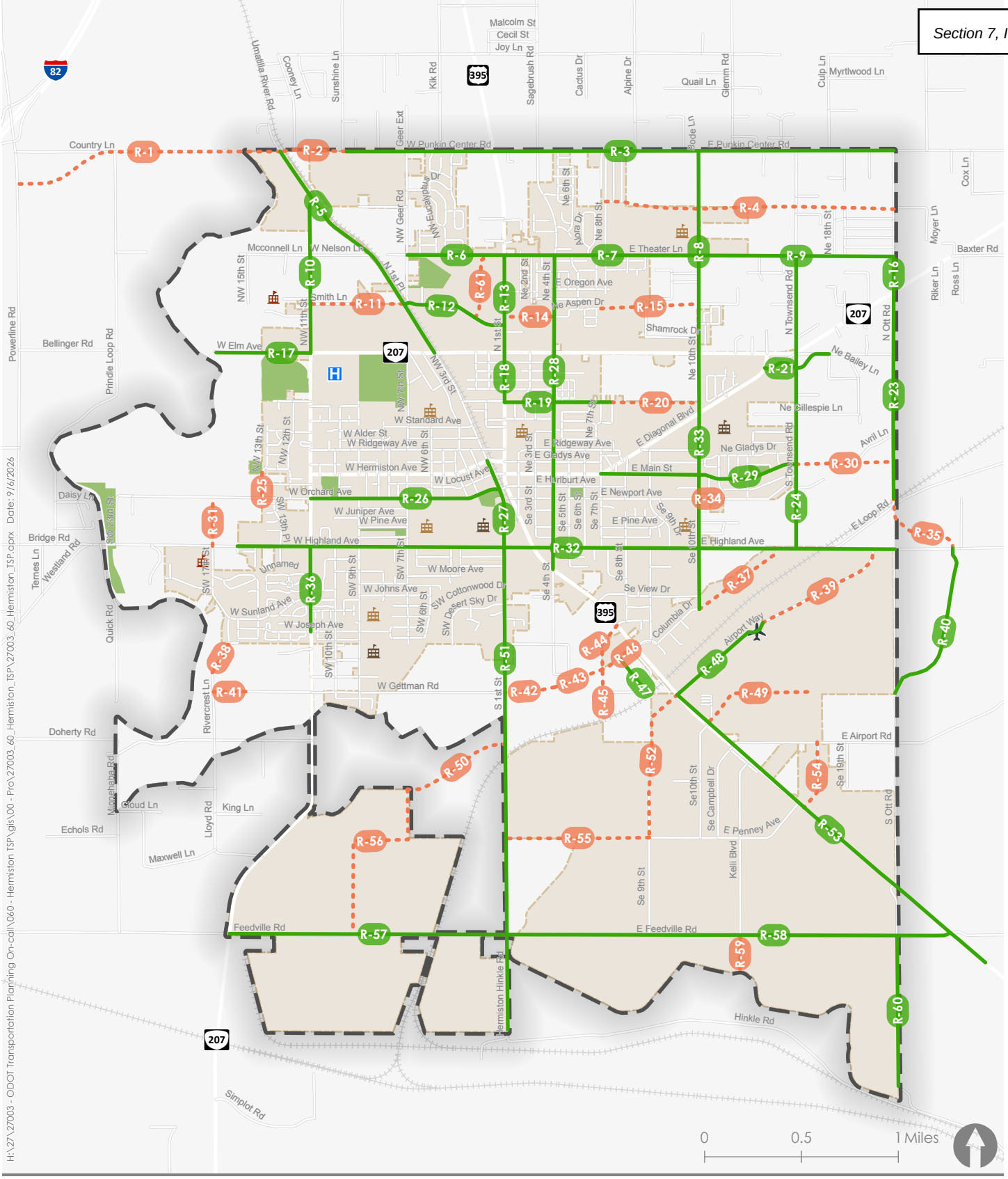
Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
R-28	City	4th St	Theater Ln	US 395	Reconstruct 4th St to urban collector standards between Theater Ln and US 395 with on-street bike lanes while filling gaps with sidewalks.	High
R-29	City	E Main Street	Diagonal Blvd	Townsend Rd	Reclassify Main St as an urban collector between Diagonal Blvd and Townsend Rd and reconstruct the roadway to urban collector standards with on-street bike lanes while filling gaps with sidewalks.	Medium
R-30	City	E Main Street	Townsend Rd	Ott Rd	Extend Main St to Ott Rd and reclassify Main St as an urban collector, while constructing new sidewalks and on-street bike lanes.	Low
R-31	City	SW 17th Street	Highland Ave	Orchard Ave	Extend SW 17th Street to Orchard Ave with sidewalks.	Medium
R-32	City	Highland Avenue	SW 15th Pl	UGB Boundary	Reconstruct Highland Ave to urban collector standards from SW 15th Pl to the eastern UGB boundary with sidewalks and on-street bike lanes.	High
R-33	City	NE 10th Street	OR 207	Columbia Dr	Reconstruct NE 10th St to urban collector standards between OR 207 and Columbia Dr with an adjacent multi-use trail and while filling gaps with sidewalks.	High
R-34	City	Newport Road	SE 10th St	SE 11th St	Close the roadway gap on Newport Road between SE 10th St and SE 11th St with sidewalks and on-street bike lanes.	Low
R-35	City/ County	Ott Road	E Highland Ave	Ott Rd	Construct a new roadway connection on Ott Rd between E Highland Ave and Ott Rd with sidewalks and on-street bike lanes.	Low
R-36	State	OR 207	Highland Ave	Joseph Ave	Implement ODOT's planned project on OR 207 between Highland Ave and Joseph Ave including removal of parking, addition of a center turn lane, bike lanes, and a multi-use trail.	Programmed
R-37	City	Columbia Drive	SE 10th St	Highland Ave	Extend Columbia Dr to Highland Ave with sidewalks and on-street bike lanes.	High

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
R-38	City	SW 16th Place	Johanna Ave	Rivercrest Ln	Extend SW 16th Pl to Rivercrest Ln with sidewalks.	Medium
R-39	City	Airport Way	Airport Wy	E Highland Ave	Extend Airport Way to E Highland Ave with sidewalks.	Medium
R-40	City/ County	Ott Road	Airport Property Line	E Highland Ave	Realign Ott Rd between the Airport property line and E Highland Ave to avoid the future runway protection zone.	Low
R-41	City	Lemmon Lane	Lemmon Ln	Rivercrest Ln	Extend Lemmon Ln to Rivercrest Ln with sidewalks.	Low
R-42	City	Gettman Road	Hermiston Hinkle Rd	SE 4th St	Extend Gettman Rd (Phase 3) from Hermiston Hinkle Rd to SE 4th St with an adjacent multi-use trail. Additional phases are included in projects R-43 and R-46.	Medium
R-43	City	Gettman Road	SE 4th St	New Road	Extend Gettman Rd (Phase 2) from SE 4th St to a new roadway with buffered sidewalks and on-street bike lanes. Additional phases are included in projects R-42 and R-46.	Medium
R-44	City	Evelyn Avenue	US 395	New Street	Extend Evelyn Ave to the new Cemetery Road connection with buffered sidewalks and bike lanes. Work with adjacent property owner to the south to relocate highway access to this new street extension. This project modifies a state highway intersection and will require an ICE study.	Medium
R-45	City	New Street	Evelyn Ave	Cemetery Rd	Construct a new roadway between Evelyn Ave and Cemetery Rd with sidewalks and on-street bike lanes.	Medium
R-46	City	Gettman Road	US 395	New Road	Extend Gettman Rd (Phase 1) to connect with US 395/Port Drive with an adjacent multi-use trail. Additional phases are included in projects R-42 and R-43. This project modifies a state highway intersection and will require an ICE study.	High
R-47	City	Cemetery Access	Gettman Rd	Hermiston Cemetery	Move and realign the cemetery access road between Gettman Rd and Hermiston Cemetery.	Low

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
R-48	City	Airport Way	US 395	Hermiston Municipal Airport	Reclassify Airport Way as a local road between US 395 and Hermiston Municipal Airport.	Low
R-49	City	Able Drive	US 395	EOTEC	Extend Able Drive to EOTEC with sidewalks. This project modifies a state highway intersection and will require an ICE study.	Low
R-50	City	New Street	Hermiston Hinkle Rd	SW 7th St	Construct a new urban collector roadway between Hermiston Hinkle Rd and SW 7th St.	Low
R-51	City	Hinkle Road	Highland Ave	Feedville Rd	Reconstruct Hermiston Hinkle Rd to urban collector standards between Highland Ave and Feedville Rd with an adjacent multi-use trail.	Medium
R-52	City	SE 9th Street	US 395	Penney Ave	Extend SE 9th St to Penney Ave with sidewalks and on-street bike lanes. This project modifies a state highway intersection and will require an ICE study.	Medium
R-53	State	US 395	Airport Way	Feedville Road	Implement ODOT's planned Restricted Crossing U-Turn (RCUT) corridor project on US 395 between Airport Way and Feedville Rd. Projects I-36, I-37, I-38, I-39, I-40, and I-43 may be affected by this project's implementation.	Programmed
R-54	City	Penney Avenue	US 395	E Airport Rd	Extend Penney Ave to E Airport Rd with sidewalks. This project modifies a state highway intersection and will require an ICE study.	Medium
R-55	City	Penney Avenue	SE 9th St	Hermiston Hinkle Rd	Extend Penney Ave from SE 9th St to Hermiston Hinkle Rd with sidewalks and on-street bike lanes.	Medium
R-56	City	SW 7th Street	Hermiston Hinkle Rd	Feedville Road	Create a new segment of SW 7th Street extending from Feedville Road to Hermiston Hinkle Road with sidewalks and on-street bike lanes.	Medium

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
R-57	City	Feedville Road	OR 207	Hermiston Hinkle Rd	Reconstruct Feedville Rd to urban collector standards between OR 207 and Hermiston Hinkle Rd with an adjacent multi-use trail.	High
R-58	City	Feedville Road	Hermiston Hinkle Rd	US 395	Reconstruct Feedville Rd to urban collector standards between Hermiston Hinkle Rd and US 395 with an adjacent multi-use trail.	High
R-59	City	Kelli Boulevard	Feedville Rd	UGB Boundary	Extend Kelli Blvd south of Feedville Rd to the UGB boundary with sidewalks.	Medium
R-60	City	Ott Road	Feedville Rd	UGB Boundary	Reconstruct Ott Rd to urban collector standards between Feedville Rd and the UGB boundary with sidewalks.	Low
R-61	City	New Road	Theater Lane	Duncan Lane	Construct a public local road connection.	Low

Highlighted rows indicate the project is part of the City's priority projects list. These projects are described further in the project summary sheets in TSP Vol II, Appendix G.



New Roadways/Extensions

Project on Existing Roadway

Hospital

Airport

Secondary School

Primary School

Private School

Railroad

Park

Hermiston City Limits

Urban Growth Boundary (Study Area)

Figure 13

Roadway Projects

ROADWAY PROGRAMS AND PLANS

In addition to identifying projects, the project team also identified the following programs and plans:

- Evaluate adopting Alternative Mobility Targets for US 395 through Hermiston by completing a US 395 refinement plan.
    - The US 395/OR 207 intersection is projected to no longer meet its current adopted mobility target (volume-to-capacity (v/c) ratio of 0.85) by the year 2045. The US 395/OR 207 intersection could meet its target in 2045 if a westbound right-turn lane were added to the intersection. This would impact the adjacent parcel, potentially requiring relocating the existing use. This could make the project cost-prohibitive and undesirable from a land-use perspective.
    - The US 395/Gladys Ave-Hermiston Ave intersection is projected to be nearing its target by the year 2045. This intersection is located adjacent to the downtown core. In addition to not impacting adjacent land-uses, the City desires to maintain a walkable environment. Adding turn lanes at this intersection or the nearby US 395/Main St-Locust Ave and US 395/Orchard Ave-Hurlburt Ave intersections would increase crossing distances.
    - The refinement plan will need to be completed in cooperation with ODOT. It should evaluate long-term multimodal mobility needs and determine if Alternative Mobility Targets should be adopted, and if so, what they should be. Key considerations of such a study would include:
        - The feasibility or practicality of meeting the current mobility targets.
        - Considerations of the broader multimodal transportation system and the potential for demand management and improving comfort and connectivity for people walking, biking, and taking transit to play a role in improving mobility.
        - How land-use codes and policies may play a role in affecting US 395.
        - Potentially addressing the downtown circulation study described in projects I-16, 19, 23, and 24.
- Update the City's Traffic Impact Analysis (TIA) Guidelines in the *Public Works Standards, Technical Specifications, and Standard Drawings* to require a TIA be completed for a development generating more than 300 vehicle trips per weekday (this is a reduction from the current requirement of 1000 trips).
    - Additionally, any other policy document or city code related to TIAs should reference the *Public Works Standards* for current TIA requirements to avoid inconsistent language or requirements.
- Increase residential setbacks where driveways are expected so that personal vehicles parked in driveways do not block the sidewalk.
- Evaluate development standards to improve street connectivity as new development occurs.
- Pilot test permeable pavement materials for off-street parking and update code to allow these materials if successful.
- Evaluate updating standard street cross-sections to include:
    - Pathways or separated bike lanes on arterials
    - Flexibility in travel lane widths on arterials
    - Add a sidewalk buffer to arterials in the Central Business District
    - Queuing/yield street options for local residential streets



Intersection Projects

Intersection projects are intended to improve safety, access, and overall operations across Hermiston's transportation network. These projects include upgrading traffic control, adding turn lanes, making alignment changes that reduce conflict points and create a more predictable experience for all users, and adding features intended to improve safety performance by reducing or controlling conflicts or improving visibility.

The intersection projects included in this plan are intended to improve safety and support future growth as travel patterns continue to evolve. They work together with roadway, pedestrian, bicycle, and transit projects to create safer and more reliable connections throughout the transportation system. Table 5 describes the proposed intersection projects and Figure 14 illustrates their locations. Rows highlighted in grey indicate the project is part of the City's priority project list. These projects are described in additional detail in the project summary sheets in Appendix G in Volume II of this TSP.



Table 5 Intersection Projects

Project Number	Roadway Ownership	Intersection	Project Description	Priority
I-1	State/City	US 395/Punkin Center	ODOT is in the process of removing the existing traffic signal and installing a roundabout to improve safety.	Programmed
I-2	City/City	E Punkin Center/NE 8th Street	Upgrade to high visibility (flashing) stop signs.	Low
I-3	City/City	Punkin Center Road/ NE 10th Street	Add turn lanes, ADA compliant curb ramps, and enhanced signage.	High
I-4	State/City	US 395/ Theater Lane	Upgrade all left turn approaches with designated signal heads. Evaluate left turn phasing (ex. protective permissive phasing with flashing yellow arrows), install traffic separators on left turn lanes, and work with property and business owners near intersection approaches to consolidate driveways and/or reduce full access points.	Medium
I-5	City/City	Theater Lane/ NE 10th Street	Add turn lanes, ADA compliant curb ramps, and enhanced signage.	Medium
I-6	City/City	Harper/Geer/1st	Realign intersection of Harper, Geer, and 1st Pl. This project is currently under design.	Programmed
I-7	State/City	US 395/Aspen Drive-Home Depot Driveway	Change intersection traffic control based on an ICE study when Aspen Drive is extended. If a traffic signal is recommended it will need to meet warrants before installation.	Low
I-8	State/City	OR 207/1st Place	Add a southbound channelized right turn lane with pedestrian refuge, as well as northbound and southbound left turn lanes. Evaluate converting OR 207 left-turn movements to protected only or adding time of day restrictions to permissive movements.	Low

Project Number	Roadway Ownership	Intersection	Project Description	Priority
I-9	State/State	US 395/OR 207	Upgrade to audible push buttons, add leading pedestrian interval and evaluate the addition of time-of-day restrictions to permissive left turns. Install planned traffic separators on OR 207 left-turn lanes. Complete a refinement plan for US 395 to determine if alternative mobility target should be adopted for this intersection or if projected demand can be practically accommodated under the current target.	Medium
I-10	State/City	OR 207/NE 4th Street	Evaluate adding protected-permissive left-turn phasing with flashing yellow arrows.	High
I-11	State/City	OR 207/10th Street	This is a two-phase project. Phase One includes safety improvements: high visibility stop signs, speed feedback signs, RRFBs, reduced speed limit). Phase Two installs a roundabout or traffic signal (when warranted).	Medium
I-12	State/City	OR 207/Townsend Road	Evaluate a change in traffic control (e.g., traffic signal or roundabout) through an ICE study in conjunction with project R- 24.	Low
I-13	State/City	US 395/Jennie Avenue	Upgrade to audible push buttons, add leading pedestrian intervals, widen to add left turn lanes on both Jennie Ave approaches and/or consider realigning approaches to eliminate offset, evaluate the addition of protected-permissive phasing to dedicated left turn lanes, and add hardened centerlines, curb extensions, and ADA ramps.	High
I-14	City/City	E Diagonal Boulevard/NE 10th Street	Construct a traffic signal (when warranted) or roundabout.	High
I-15	City/City	Hermiston Avenue/1st Place	Coordinate east-west signal timing with US 395/ Hermiston Intersection, install designated left turn signal heads, evaluate the addition of protected/permissive phasing with flashing yellow arrows to all left turn movements. Complete a downtown intersection alternatives study to determine a comprehensive approach to addressing US 395 and 1st Place intersections between Gladys Avenue-Hermiston Avenue and Orchard Avenue. See Additional Project Evaluations for initial alternatives.	High

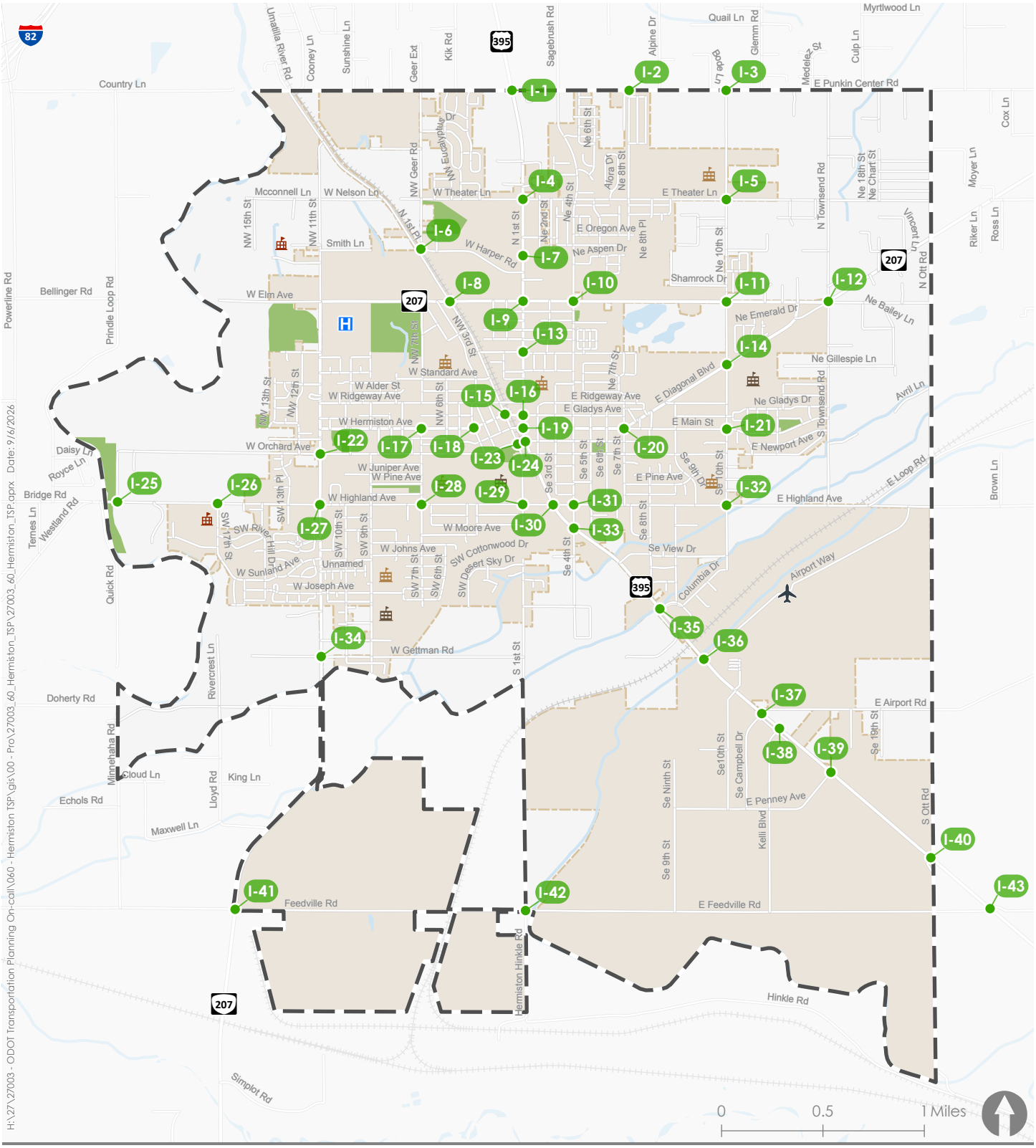
Project Number	Roadway Ownership	Intersection	Project Description	Priority
I-16	State/City	US 395/Gladys Avenue	Complete a downtown intersection alternatives study to determine a comprehensive approach to addressing US 395 and 1st Place intersections between Gladys Avenue-Hermiston Avenue and Orchard Avenue. See Additional Project Evaluations for initial alternatives.	High
I-17	City/City	SW 7th Street/ W Hermiston Avenue	Convert intersection to all-way stop-control.	Medium
I-18	City/City	Hermiston Avenue/SW 4th Street	Restrict the intersection to right-in-right-out or remove parking on Hermiston Ave near the intersection and add westbound left and eastbound left turn pockets to reduce rear end crashes.	Low
I-19	State/City	US 395/Main Street	Complete a downtown intersection alternatives study to determine a comprehensive approach to addressing US 395 and 1st Place intersections between Gladys Avenue-Hermiston Avenue and Orchard Avenue. See Additional Project Evaluations for initial alternatives. Minor approaches may be able to be restriped to accommodate left turn lanes.	High
I-20	City/City	7th Street/Main Street	Construct a roundabout. Upgrade to ADA compliant pedestrian curb ramps.	High
I-21	City/City	Main St/10th Street	Add curb bulb outs and RRFBs across Main Street. Formalize on-street parking restrictions (signage and curb paint) at intersection approaches to maintain sightlines.	High
I-22	State/City	OR 207/W Orchard Avenue	Add left turn lanes on both Orchard approaches, install designated left-turn signal heads, and evaluate left turn phasing.	Low
I-23	City/City	S 1st Street/W Orchard Avenue	Complete a downtown intersection alternatives study to determine a comprehensive approach to addressing US 395 and 1st Place intersections between Gladys Avenue-Hermiston Avenue and Orchard Avenue. See Additional Project Evaluations for initial alternatives.	High

Project Number	Roadway Ownership	Intersection	Project Description	Priority
I-24	State/City	US 395/Orchard Street	Complete a downtown intersection alternatives study to determine a comprehensive approach to addressing US 395 and 1st Place intersections between Gladys Avenue-Hermiston Avenue and Orchard Avenue. See Additional Project Evaluations for initial alternatives.	High
I-25	City/City	Highland Avenue/23rd Street	Add an eastbound left-turn lane on the eastbound approach of Highland Ave at 23rd St. The existing bridge structure on Highland Ave may need to be widened to accommodate the turn lane.	Low
I-26	City/City	Highland Avenue/17th Street	Construct curb extensions to slow right turning vehicles from Highland, stripe high visibility crosswalk across 17th Street approach.	High
I-27	State/City	OR 207/Highland Avenue	Extend SBR turn lane storage.	Low
I-28	City/City	SW 7th Street/W Highland Avenue	Construct a traffic signal (when warranted) or roundabout.	Medium
I-29	City/City	S 1st Place/Highland Avenue	In the short term, add hardened centerlines, increased signage & striping, new crossing locations, and crossing guards during school drop off and pick-ups. In the long term, construct a traffic signal (when warranted).	High
I-30	State/City	US 395/Highland Avenue	Upgrade to audible pedestrian push buttons, add leading pedestrian intervals, add westbound right turn lane, and add signage and striping indicating bikes share the road at Highland Ave approaches.	Medium
I-31	City/City	SE 4th Street/E Highland Avenue	Conduct an ICE study to determine recommended traffic control. Additional traffic analysis may be needed to determine how the nearby US 395 and Highland intersection impact this intersections operations and queuing.	High
I-32	City/City	E Highland Avenue/SE 10th Street	This is a two-phase project. Phase One converts the intersection to high visibility all way stop control. Phase Two installs a roundabout.	Low
I-33	State/City	US 395/SE 4th Street	Upgrade to audible push button, add leading pedestrian interval, widen to add left turn lanes on both 4th St approaches, add traffic separators on left turn lanes, and evaluate addition of time-of-day restriction to permissive left turns.	Medium

Project Number	Roadway Ownership	Intersection	Project Description	Priority
I-34	State/City	OR 207/Gettman Road	Add intersection lighting.	Low
I-35	State/City	US 395 /Gettman Road Extension	Conduct an ICE study with the completion of the Gettman Road Extension to determine the recommended traffic control at this intersection. Consider constructing an interim pedestrian crossing with pedestrian refuge island and RRFB if intersection control is not upgraded beyond stop-control with completion of the extension.	High
I-36	State/City	US 395/Airport Way	Conduct an ICE study to evaluate a change in traffic control at the intersection (e.g., traffic signal, roundabout). ODOT's planned RCUT corridor project, Project R-53, may also result in an alternative configuration.	Medium
I-37	State/City	US 395 / Campbell Drive / Airport Road	Conduct an ICE study to evaluate a change in traffic control at the intersection (e.g., traffic signal, roundabout). ODOT's planned RCUT corridor project, Project R-53, may also result in an alternative configuration.	Medium
I-38	State/City	US 395/Kelli Boulevard	Conduct an ICE study to evaluate a change in traffic control at the intersection (e.g., traffic signal, roundabout). ODOT's planned RCUT corridor project, Project R-53, may also result in an alternative configuration.	Low
I-39	State/Private	US 395/Penney Avenue	Conduct an ICE study to evaluate a change in traffic control at the intersection (e.g., traffic signal, roundabout). ODOT's planned RCUT corridor project, Project R-53, may also result in an alternative configuration.	Medium
I-40	State/City	US 395/Ott Road	Conduct an ICE study to evaluate a change in traffic control at the intersection (e.g., traffic signal, roundabout). ODOT's planned RCUT corridor project, project R-53, may also result in an alternative configuration.	Medium
I-41	State/City	OR 207/Feedville Road	Conduct an ICE study to evaluate a change in traffic control at the intersection (e.g., traffic signal, roundabout).	Medium

Project Number	Roadway Ownership	Intersection	Project Description	Priority
I-42	City/City	Feedville Road/Hermiston Hinkle Road	Add dedicated left turn lanes on all intersection approaches.	Low
I-43	State/City	US 395/Feedville Road	Conduct an ICE study to evaluate a change in traffic control at the intersection (e.g., traffic signal, roundabout). ODOT's planned RCUT corridor project, Project R-53, may also result in an alternative configuration.	Medium

Highlighted rows indicate the project is part of the City's priority projects list. These projects are described further in the project summary sheets in TSP Vol II, Appendix G.



- Intersection Project
- Private School
- Secondary School
- Primary School
- Hospital
- Airport
- Park
- Hermiston City Limits
- Urban Growth Boundary(Study Area)

Figure 14

Intersection Projects

Walking and Rolling Projects

Walking and rolling projects focus on filling in sidewalk gaps along key corridors, and enhancing pedestrian crossings. These improvements strengthen access to destinations and provide a more comfortable environment for people walking and rolling.

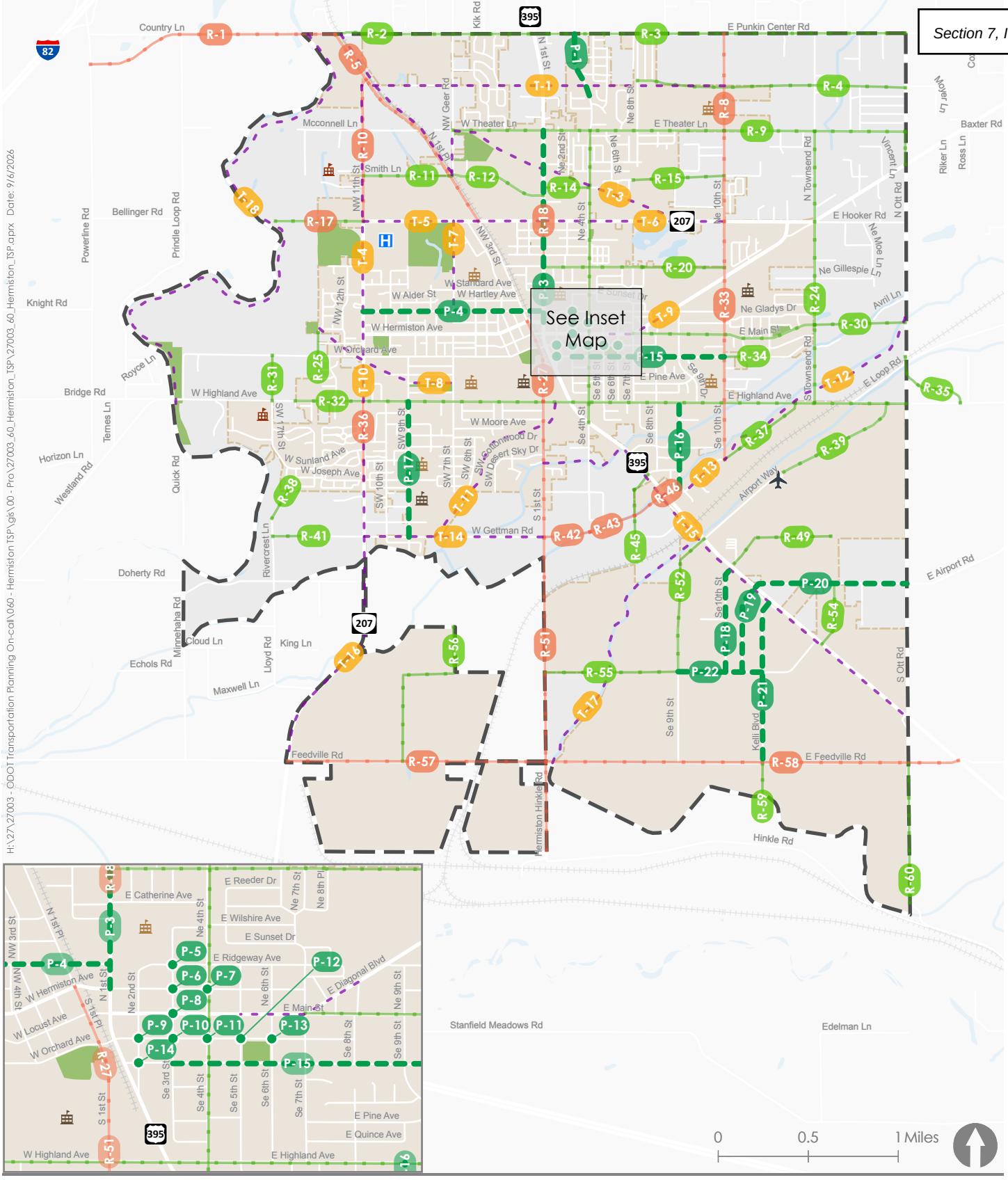
Table 6 identifies the proposed pedestrian-specific projects and Figure 15 shows their locations. The table only includes stand-alone sidewalk projects and crossing enhancements. As noted in the previous section, several of the roadway and intersection projects also include sidewalk, crossing, or accessibility related elements that would improve the pedestrian network. Trail projects, discussed in the following section, would also expand the walking and rolling network in Hermiston. Figure 6 shows these roadway and trail projects, as well as the pedestrian-specific projects, providing a comprehensive look at the proposed walking and rolling network.



Table 6 Pedestrian Projects

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
P-1	City	NE 4th Street	Punkin Center Road	E Francolin Avenue	Fill in sidewalk gaps along the length of the corridor.	Medium
P-2	City	Home Depot Parking Lot	Harper Road	Theater Lane	Construct a sidewalk connection from Harper Rd to Theater Ln through the Home Depot parking lot.	Low
P-3	State	US 395	Gladys Avenue	Theater Lane	Construct additional pedestrian crossings along US 395 between Gladys Ave and Theater Ln. Potential locations include Catherine Ave, Harper Road or Aspen Drive extension, and Oregon Street.	Medium
P-4	City	Ridgeway Avenue	OR 207	US 395	Fill in sidewalk gaps along the length of the corridor.	Low
P-5	City	Ridgeway Avenue	3rd Street		Construct curb extensions at the Ridgeway Ave / 3rd St intersection.	Low
P-6	City	Gladys Avenue	3rd Street		Construct curb extensions at the Gladys St / 3rd St intersection.	Low
P-7	City	Gladys Avenue	4th Street		Construct curb extensions at the Gladys St / 4th St intersection.	Low
P-8	City	Main Street	3rd Street		Construct curb extensions at the Main St / 3rd St intersection.	Low
P-9	City	Hurlburt Avenue	2nd Street		Construct curb extensions at the Hurlburt Ave / 2nd St intersection.	Low
P-10	City	Hurlburt Avenue	3rd Street		Construct curb extensions at the Hurlburt Ave / 3rd St intersection.	Low
P-11	City	Hurlburt Avenue	4th Street		Construct curb extensions at the Hurlburt Ave / 4th St intersection.	Low

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
P-12	City	Hurlburt Avenue	5th Street		Construct curb extensions at the Hurlburt Ave / 5th St intersection.	Medium
P-13	City	Hurlburt Avenue	6th Street		Construct curb extensions at the Hurlburt Ave / 6th St intersection.	Medium
P-14	City	Newport Avenue	2nd Street		Construct curb extensions at the Newport Ave / 2nd St intersection.	Low
P-15	City	Newport Avenue	NE 3rd Street	SE 10th Street	Fill in sidewalk gaps along the length of the corridor.	Low
P-16	City	SE 9th Street	Port Drive	Highland Avenue	Fill in sidewalk gaps along the length of the corridor.	Medium
P-17	City	SW 9th Street	Highland Avenue	Gettman Road	Fill in sidewalk gaps along the length of the corridor.	Medium
P-18	City	SE 10th Street	US 395	E Penney Avenue	Fill in sidewalk gaps along the length of the corridor.	Medium
P-19	City	SE Campbell Road	US 395	Penney Avenue	Fill in sidewalk gaps along the length of the corridor.	Medium
P-20	City	Airport Road	US 395	Ott Road	Fill in sidewalk gaps along the length of the corridor.	Medium
P-21	City	Kelli Boulevard	US 395	Feedville Road	Fill in sidewalk gaps along the length of the corridor.	Medium
P-22	City	Penney Avenue	SE 9th St	US 395	Fill in sidewalk gaps along the length of the corridor.	Medium



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- Multi-Use Trail Projects
- Fill Sidewalk Gaps
- Pedestrian Projects Intersections

Roadway Projects With Pedestrian Improvements

- Fill Sidewalk Gaps/ New Sidewalks
- Multi-Use Trail
- Hospital
- Airport
- Private School
- Secondary School
- Primary School
- Park
- Hermiston City Limits
- Urban Growth Boundary(Study Area)

Figure 15

Pedestrian Projects

WALK AND ROLL PROGRAMS AND PLANS

In addition to identifying potential projects, the project team also identified the following potential programs to enhance safety and connectivity for those walking and rolling:

- Update standard street cross-sections as noted under the Roadway System section.
- Develop and implement a process for filling in sidewalk gaps and enhancing crossings along walking routes to schools



Bike and Trail Projects

Bicycle system projects focus on multi-use paths and on-street bicycle lanes that improve comfort, connectivity, and access for people riding bikes. These improvements expand low-stress options, strengthen links between key destinations, and support a safer, more convenient environment for riders of all ages and abilities. Recently completed city projects like the Hermiston Parks, Recreation and Open Spaces Master Plan (HPROS) have begun to define the development of the trail network, built upon by this TSP.

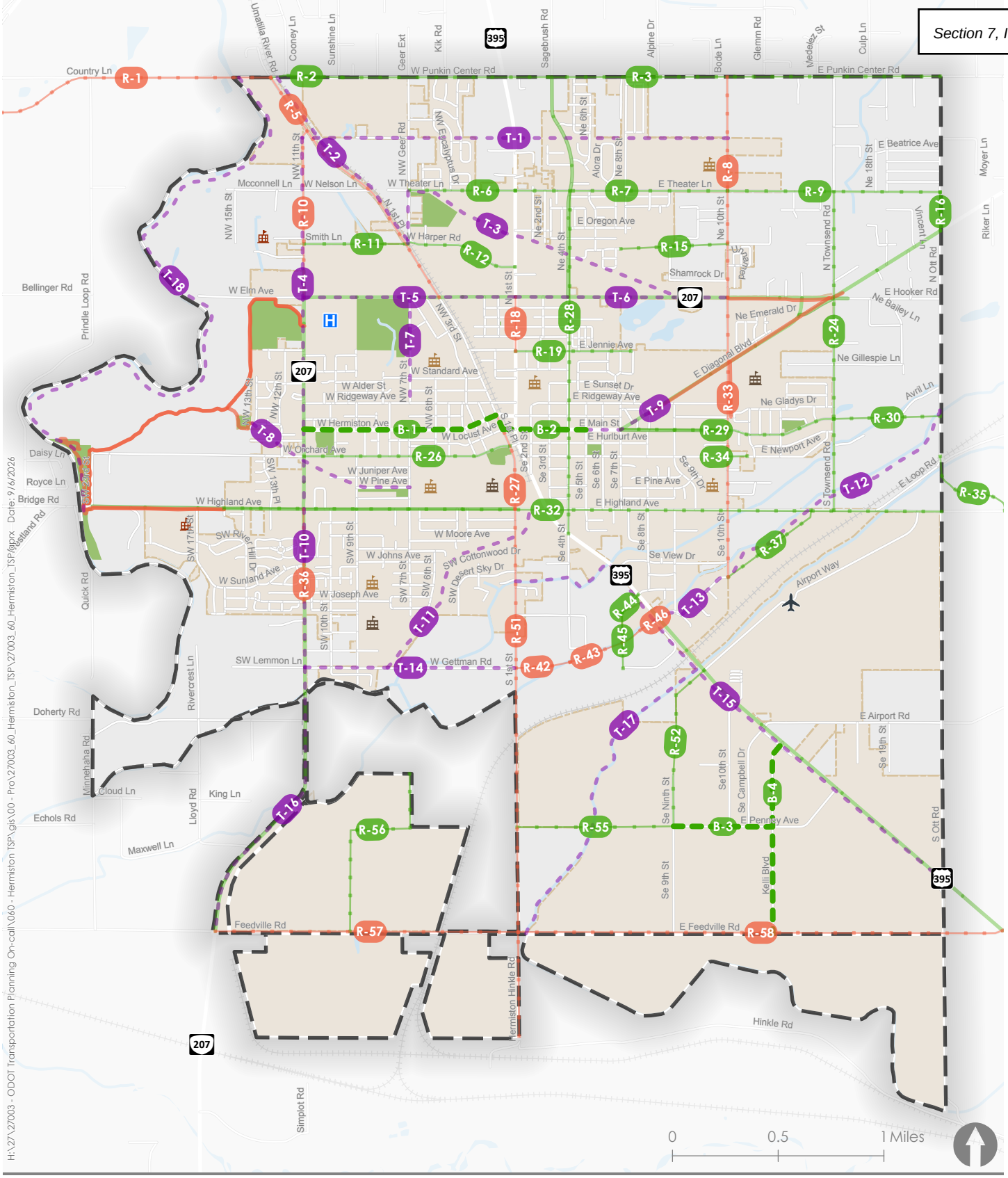
Table 7 identifies the proposed bicycle projects. Figure 16 illustrates the recommended bicycle improvement locations, including facilities that would be constructed as part of roadway segment projects.



Table 7 Bicycle and Trail Projects

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
Bicycle Projects						
B-1	City	Hermiston Avenue	OR 207	S 1st Pl	Construct new on-street bike lanes.	Low
B-2	City	Main Street	1st Pl	NE 5th St	Construct new on-street bike lanes.	Low
B-3	City	Kelli Boulevard	US 395	Kelli Blvd	Construct new on-street bike lanes.	Medium
B-4	City	Penney Avenue	SE 9th St	US 395	Construct new on-street bike lanes.	Medium
Trail Projects						
T-1	Numerous Property Owners	N/A	N 1st Pl	NE 10th St	Construct a multi-use trail along a new right of way from N 1st Place to NE 10th St to provide bike/ped connection for new development.	Low
T-2	Railroad	Union Pacific Railroad	W Punkin Center Rd	Harper Rd	Construct a multi-use trail along the Union Pacific Railroad right-of-way as part of the Umatilla River Trail.	Low
T-3	Irrigation District	Hermiston Ditch	NW Geer Rd	OR 207	Construct a multi-use trail along the Hermiston Ditch to connect with existing trail along NE 10th St.	Low
T-4	State	OR 207	Hermiston Ave	N 1st Pl	Construct a multi-use trail along OR 207.	Low
T-5	State	OR 207	Elm Ave	US 395	Construct a multi-use trail along OR 207.	Medium
T-6	State	OR 207	US 395	NE 10th St	Construct a multi-use trail along OR 207 on the south side tying into the segment to the east.	Low
T-7	City	NW 7th Street	OR 207	Ridgeway Ave	Construct a multi-use trail along NW 7th St. This area has a school, multiple parks, and playgrounds along the segment.	Medium
T-8	Irrigation District	Unnamed Ditch/ Stream	NW 13th St	SW 7th St	Construct a multi-use trail along stream/ditch and Belt Park right-of-way to connect with existing Volunteer Park Trail.	Low

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
T-9	City	E Diagonal Blvd/E Main St	SE 5th St	NE 8th St	Construct a multi-use trail to connect existing Diagonal Blvd trail to downtown & bike lane project on Main Street.	Low
T-10	State	OR 207	Hermiston Ave	Gettman Rd	Construct a multi-use trail along OR 207. From HPROS Plan.	Low
T-11	Railroad	Union Pacific Railroad	Gettman Rd	Highland Ave	Construct a multi-use trail along the Union Pacific Railroad right-of-way.	Low
T-12	Irrigation District	A Line Canal	SE10th St	Ott Road	Construct a multi-use trail along the A-Line Canal to provide multimodal connections between three collectors on the city's east side.	Low
T-13	City	Columbia Avenue	US 395	SE 10th St	Construct a multi-use trail along Columbia Avenue to connect with Gettman extension multi-use trail.	Medium
T-14	City	W Gettman Rd	OR 207	Hermiston Hinkle Rd	Construct a multi-use trail along W Gettman Rd to provide bike/ped connection for new development.	Low
T-15	State	US 395	Hermiston Hinkle Rd	UGB boundary	Construct a multi-use trail as part of the Umatilla River Trail to connect with future S 1st St with future trail along railroad right of way.	Low
T-16	City	SW 11th St (OR 207)	W Gettman Rd	Feedville Rd	Construct a multi-use trail along SW 11st St to provide bike/ped connection for new development in southern Hermiston.	Low
T-17	Irrigation District	Feed Canal	Feedville Road	US 395	Construct a multi-use trail along the Feed canal to provide bike/ped connection for new development in southern Hermiston.	Low
T-18	N/A	Umatilla River	W Punkin Center Rd	W Highland Ave	Construct a multi-use trail following the Umatilla River, connecting to the existing Oxbow Trail.	Low



- New Bike Lanes
- Multi-Use Trail

Roadway Projects with Bicycle Improvements

- On-Street Bike Lane
- Multi-Use Trail

Existing Bicycle Facilities

- Bike Lane / Roadway Shoulder
- Existing Multi-Use Trails

- Hospital
- Airport
- Secondary School
- Primary School
- Private School
- Park
- Hermiston City Limits

- Urban Growth Boundary (Study Area)

Figure 16

Bicycle and Trail Projects

Transit Projects

Transit projects in this plan focus on improving service, facilities, and connectivity for riders. Projects include a new fixed-route connection, upgrades to existing bus stops, and potential sites for a future transit hub. These enhancements aim to increase comfort and accessibility at stops, strengthen regional linkages, and provide more reliable and convenient transit options within Hermiston.

The transit alternatives included in this plan are informed by recommendations from the 2023 Umatilla County Transit Development Plan and CTUIR's 2025 Hermiston–Tri Cities Route Study, both of which identify opportunities to expand service and improve multimodal access to transit. Table 8 and Figure 17 summarize the recommended projects, their priorities, and the locations where improvements would be implemented.



Table 8 Transit Projects

Project Number	Location	Project Description	Priority
PT-1A	W Elm Ave across from Good Shepherd Health Care System	Alternate location for transit center on vacant land across from Good Shepherd Health Care System. (CTUIR Hermiston-Tri Cities Route Study)	Low
PT-1B	Walmart	If not upgraded to transit center, improve bus stop amenities. May include shelters, benches, route information, and bike racks. (Umatilla County TDP)	Low
PT-1C	N 1st Place / Hermiston Avenue	Alternate location for transit center on UPRR right-of-way.	Low
PT-1D	W Locust Ave/SW 2nd St	Alternate location for transit center at existing bus stop. (CTUIR Hermiston-Tri Cities Route Study)	Low
PT-1E	US 395/Port Dr	Alternate location for transit center on vacant land near BMCC & Umatilla County Circuit Court. (CTUIR Hermiston-Tri Cities Route Study)	Low
PT-2	Hermiston - Tri Cities	Begin new transit service connecting Hermiston to Tri-Cities to improve accessibility to major employment clusters and regional transportation such as Amtrak and Tri-Cities Airport. (CTUIR Hermiston-Tri Cities Route)	Medium

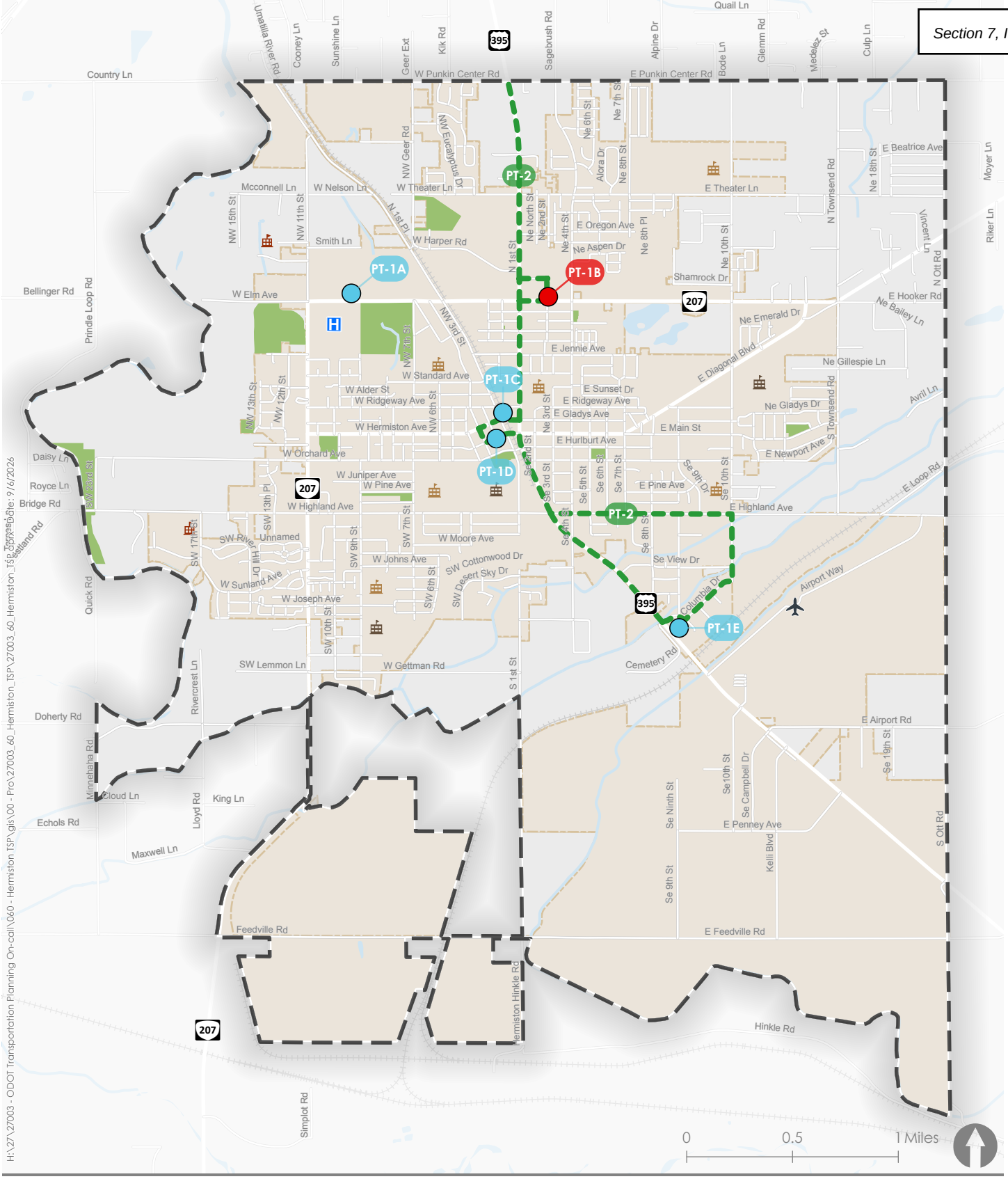


Figure 17

Transit Projects

TRANSIT PROGRAMS AND PLANS

In addition to identifying potential projects, the project team also identified potential programs and plans to support the transportation system based on input from City staff. Through the TSP update process, the following programs and plans were identified:

- Develop a program to prioritize and improve bus stops throughout the city.
- Maintain current taxi-based paratransit service and adapt as needed to evolving needs within the city.
- Continue to partner with Kayak for fixed-route public transit services.



Rail and Pipeline

There are several rail corridors that travel through Hermiston. Most rail lines intersecting developed, or developing, portions of the city see infrequent rail traffic. Given this, there are no specific rail projects identified for inclusion in the Hermiston TSP update.

However, several roadway or intersection projects involve roads crossing a rail line or affect proximate intersections. These projects will need to consider their impact on existing crossings and may result in upgraded crossing infrastructure. The roadway and intersection projects potentially affecting rail crossings are as follows:

- Roadway project (see Figure 13): R-2, R-12, R-32, R-35, R-50, and R-57
- Intersection projects (see Figure 14): I-6, I-7, I-13, I-14, I-17, I-21, I-22, I-26, I-27, and I-32

Within Hermiston there is a four-inch diesel line to Hinkle Yard. The pipeline originates in the city of Umatilla to the north and proceeds along the east side of East 10th Street in Hermiston. In addition, natural gas in the area is supplied via a pipeline which runs northwest to southeast. This line crosses US 395 north of Hermiston and does not lie within the city limits. There are no pipeline projects within this TSP, but the City should continue to coordinate with pipeline operators if any projects or construction will impact, expose, or otherwise interfere with pipeline operations.

Priority Projects

Out of all the projects listed above, the city selected ten for further evaluation. These ten projects were selected based on direct input from staff and reflect near-term needs, local knowledge, and preparation for the strategic need to pursue grant funding. Detailed project sheets can be viewed in TSP *Volume II Appendix G*. The projects are intended to guide near-term implementation and are summarized below:

- **R-28**: 4th St (Theater Lane to US 395)
  - *Reconstruct 4th St to minor arterial standards between Theater Ln and US 395 with on-street bike lanes while filling gaps with buffered sidewalks.*
- **R-8:** NE 10th Street (Punkin Center Road to OR 207)
  - *Reconstruct NE 10th St to urban collector standards between Punkin Center Rd and OR 207 with an adjacent multi-use trail.*
- **R-33:** NE 10th Street (OR 207 to Columbia Drive)
  - *Reconstruct NE 10th St to urban collector standards between OR 207 and Columbia Dr with an adjacent multi-use trail and while filling gaps with buffered sidewalks.*
- **R-1:** Punkin Center Road (Umatilla River Road to Country Lane)
  - *Extend Punkin Center Rd west of Umatilla River Rd, construct buffered sidewalks and on-street bike lanes, and coordinate with Umatilla County to plan and construct a bridge across the Umatilla River.*
- **R-2:** Punkin Center Road (Sunshine Lane to N 1st Place)
  - *Extend Punkin Center Rd to N 1st Pl with buffered sidewalks and on-street bike lanes.*
- **R-3:** Punkin Center Road (Ott Road to Sunshine Lane)
  - *Reconstruct Punkin Center Rd to urban collector standards between Ott Rd and Sunshine Ln with buffered sidewalks and on-street bike lanes.*
- **I-20:** 7th Street/Main Street
  - *Construct a roundabout. Upgrade to ADA compliant pedestrian curb ramps.*
- **I-14:** E Diagonal Boulevard/NE 10th Street
  - *Construct a traffic signal (when warranted) or roundabout.*
- **I-31:** SE 4th Street/E Highland Avenue
  - *Construct a traffic signal (when warranted) or roundabout.*
- **I-29:** S 1st Place/Highland Avenue
  - *In the short term, add hardened centerlines, increased signage & striping, new crossing locations, and crossing guards during school drop off and pick-ups. In the long term, construct a traffic signal (when warranted).*

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6. FUNDING AND IMPLEMENTATION PLAN

Potential Project Funding Opportunities

Hermiston will need to identify revenue sources to implement the capital projects identified in this plan over the next 20 years. Hermiston will likely rely upon grants, partnerships with regional and State agencies and private landowners, and other funding sources to help implement the projects. Table 9 includes potential local, state, and federal funding sources to support implementing the projects identified in this plan.

Table 9 Funding Opportunities Summary

Funding Source	Description	Application
Local City-Wide Funding Sources		
Local Gas Tax	A local tax can be assessed on the purchase of gas. This tax is added to the cost of gasoline at the pump, along with the state and federal gas taxes.	System-wide transportation facilities, with a focus on roadway maintenance, street improvements, or large capital projects.
Street Utility Fees	A fee based on the number of automobile trips a particular land use generates; usually collected through a regular utility bill.	System-wide transportation facilities including streets, sidewalks, bike lanes, and shared use paths.

Funding Source	Description	Application
General Obligation Bond	Bonding allows municipal governments to finance construction projects by borrowing money and paying it back over time, with interest. General obligation bonds are often used to pay for construction of large capital improvements and must be approved by a public vote because the cost of the improvement is added to property taxes over time.	Construction of major capital projects, street maintenance and incidental improvements.
Vehicle Registration Fee	An extra fee on all registered motor vehicles. Requires county-wide approval and implementation.	Operations or capital programs.
System Development Charge	Fees imposed by the city to recover eligible infrastructure costs associated with the impacts of new development.	System-wide transportation facilities including streets, sidewalks, bike lanes, and shared use paths.
State Sources for Specific Projects		
Statewide Transportation Improvement Program (STIP)	STIP is Oregon's four-year transportation capital improvement program. ODOT's system for distributing these funds has varied over recent years. Generally, local agencies apply in advance for projects to be funded in each four-year cycle.	Projects on any facility that meet the benefit categories of the STIP.
Statewide Transportation Improvement Fund (STIF)	Introduced by the House Bill 2017 Transportation Funding Package to fund public transportation improvements across Oregon, STIF funds may be used for public transportation purposes that support the effective planning, deployment, operation, and administration of public transportation programs. This can include projects that are secondary but important to public transportation, such as walking and biking infrastructure near transit stops.	Pedestrian and bicycle improvements that provide connections to transit.
All Roads Transportation Safety (ARTS)	The federal Highway Safety Improvement Program is administered as ARTS in Oregon. ARTS provides funding to infrastructure and non-infrastructure projects that improve safety on all public roads. ARTS requires a data-driven approach and prioritizes projects in demonstrated problem areas.	Areas of safety concerns, consistent with Oregon's Transportation Safety Action Plan.
Safe Routes to School (SRTS)	Administered by ODOT and focuses on infrastructure and non-infrastructure programs to improve access and safety for children to walk, roll, and/or bike to school.	Pedestrian and bicycle related projects within the vicinity of local schools.
Community Paths Program	This is a State of Oregon program focused on helping communities create and maintain connections through shared-use paths.	Shared-use paths.
Oregon Parks and Recreation Local Government Grants	Oregon Parks and Recreation Department administers this program using Oregon Lottery revenues. These grants can fund acquisition, development, and major rehabilitation of public outdoor parks and recreation facilities. A match of at least 20 percent is required.	Trails and other recreational facility development or rehabilitation.

Funding Source	Description	Application
Federal Sources for Specific Projects		
Better Utilizing Investments to Leverage Development (BUILD)	The BUILD Discretionary Grant program invests in projects that promise to achieve national objectives. BUILD can provide capital funding directly to any public entity, in contrast to traditional Federal programs which provide funding to very specific groups of applicants. The BUILD program provides supplemental funding for grants to the State and local entities on a competitive basis for projects that will have a significant local/regional impact.	Road, rail, transit, and port projects aimed toward national objectives with significant local or regional impact.
Multimodal Project Discretionary Grant Opportunity (MPDG)	The MPDG opportunity contains three grant programs: the National Infrastructure Project Assistance grants program (Mega), the Nationally Significant Multimodal Freight and Highway Projects grants program (INFRA), and the Rural Surface Transportation Grant program (Rural). The funding opportunities are awarded on a competitive basis for highway and bridge, railway-highway grade crossing or separation, wildlife crossing, public transportation, and freight projects, or groups of such projects – with significant national or regional impact, or to improve and expand the surface transportation infrastructure in rural areas.	Road, rail, or bridge projects. Eligible agencies and project types range across grant programs.
Infrastructure Investment and Jobs Act (IIJA)*	The IIJA (aka “Bipartisan Infrastructure Law,” BIL) signed into law in November 2021 includes a five-year (FY 2022-26) reauthorization of existing federal highway, transit, safety, and rail programs as well as new programs and increased funding.	Projects around the state that will benefit drivers, transit riders, cyclists, and pedestrians, and that help maintain roads and bridges.

**Reauthorization of the federal transportation bill is actively under consideration. Programs and funding opportunities are subject to expiration or alteration*



HERMISTON TRANSPORTATION SYSTEM PLAN

Appendices

HERMISTON OREGON

TECHNICAL APPENDICES

- Appendix A – Public Involvement Summaries
- Appendix B – Transportation Technical Standards Memorandum
- Appendix C – Updates to the City's Development Code
- Appendix D – Project Vision and Guiding Principles
- Appendix E – Context and Site Analysis Memorandum
- Appendix F – Preliminary Concept Design Memorandum
- Appendix G – Revised Concept Design Memorandum

APPENDIX A – PUBLIC INVOLVEMENT SUMMARIES



COMMUNITY ENGAGEMENT SUMMARY

January 2, 2026 Project #: 27003.60

To: Project Management Team

From: Corrie Parrish, Nick Foster, Justin Delgado, and Matt Hughart

RE: Phase I Community Engagement Summary

INTRODUCTION

This memorandum (memo) summarizes community engagement activities to collect feedback on proposed projects for Hermiston's Transportation System Plan (TSP) Update. A variety of in-person and virtual activities were conducted. Table 1 provides a description of those activities. Dates and location of where in-person activities were conducted are also included in the table. About 124 people were engaged overall.

This memo is organized in the following order: overall key takeaways, followed by a description and key takeaways from in-person and online engagement activities completed by the project team.

Table 1 Engagement Activities

Community Engagement Activity	Description
Pop-Up Event at Hermiston's Tree Lighting Celebration	Tables were set up outside of Hermiston's City Hall near the Light Up Night activities. Two tables displayed the proposed projects and the two preliminary concept designs. The proposed projects were split into two categories: roadway and intersection projects; and bike, pedestrian, and transit projects. The two preliminary concepts showed redesign options for the West Orchard Avenue/South 1st Street intersection, and the East Elm Avenue/Northeast 10th Street intersection. Community members had the ability to place green stickers on proposed projects or concept designs they liked. They could also post transportation-mode specific stickers on where they thought projects were missing (e.g., car, bike, shoe [pedestrian], wheelchair [ADA]). They could also leave comments on post-its. Community members could also engage in a participatory budgeting exercise. Projects were split into four buckets: roadways, intersections,

	bike/trail, and pedestrian. Participants were given five $20 bills and were asked to split the money between the four proposed project buckets. • ~57 people were engaged, mostly in the budgeting exercise
Project and Meeting Notifications (City-led)	Social media releases, emails, press release, flyers. All materials were translated into Spanish. The City opted to do a paid sponsorship for the week of December 15th to help boost online participation. Poster boards of the flyers (both English and Spanish) were also set up in City Hall, including the boards used during the pop-up event.
Project Website, interactive online map, and survey as part of a virtual open house	Respondents could leave a pin on the online map and leave a comment regarding the proposed projects. Proposed projects were displayed in the comment maps in the same fashion they were displayed for in-person activities. o 0 comments collected An online survey was also provided to better understand how survey respondents rated the different categories of proposed projects. • 67 responses collected overall The project website, interactive online map, and survey was not translated into Spanish due to no participation in previous TSP online outreach activities. The last round of outreach, as well as outreach completed for the Hermiston Transportation Safety Action Plan (TSAP), indicated that there was significant Hispanic participation in the English-version outreach materials. There was almost no participation in the Spanish version.

IN-PERSON KEY TAKEAWAYS

For the participatory budgeting exercise, Hermiston Community members placed the most amount of money in the "Intersections" bucket. Community members placed the following amount of money in each of the respective buckets:

1. $1,140 for intersection projects
2. $1,040 for bike and trail projects
3. $1,000 for pedestrian projects

4. $700 for roadway projects





It is important to note that although there are several roadway projects that have bike, trail, and/or pedestrian components, roadway projects were discussed strictly without these components in order not to confuse the public. When asked about prioritizing intersection projects, community members brought up safety concerns, especially around lighting. In one case, a father and son were carrying flashlights because they walked to the Light Up Night event. Crosswalks were also heavily discussed as part of possible improvements at intersections. Several community members did not feel the need to prioritize roadway projects. One person replied, "our streets are in pretty good condition."

People expressed support for the following proposed TSP Update Projects:

- R-1: Punkin Center Road from 1st Place to Country Lane—street extension and bridge
- R-12: West Harper Road from N 1st lace to NW 11 Street—roadway reconstruction
- R-13/R-14: US 395 from Theatre Lane to OR 207—access management; Aspen Drive from NE 4th Street to US 395—street extension
- R-26: Orchard Avenue from OR 207 to US 395—safety
- I-26/R-32: South 1st Place and West Highland Avenue—traffic signal or roundabout; Highland Avenue from SW 15 Place to Townsend Road—roadway reconstruction
- T-6: multi-use trail on OR 207 from US 395 to NE 10th Street
- T-17: multi-use trail following the Umatilla Rivers, connecting to the existing Oxbow Trail.

Hermiston Community members preferred the roundabout option for East Elm Avenue/NE 10th Street. Thirteen people placed green stickers on the roundabout option. Eight people placed green stickers on the signalized intersection option.

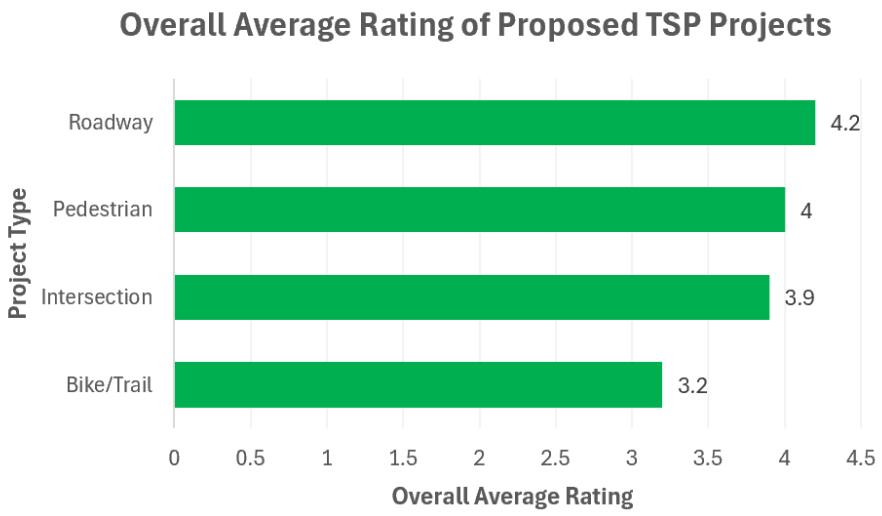
Option 2 was preferred for West Orchard Avenue/South 1st Place. Option 2 includes closing off a small section of West Orchard Avenue, between South 1st Place and US 395, to vehicle traffic. Clint Spencer, Planning Director for the City, was based at these boards to help facilitate discussion and answer any questions. He had several community members thank him for "doing something" about this particular intersection.

ONLINE KEY TAKEAWAYS

Roadway projects received an overall average rating of 4.2 out of 5 stars, indicating that community members see these types of projects as priority. These results cannot be directly

compared to the in-person budgeting exercise, since the question noted that bike and/or pedestrian improvements are also included in roadway projects, whereas the budgeting activity kept these types of projects separate.

Pedestrian and intersection projects ranked second and third regarding type of projects that should be prioritized. Pedestrian projects received an overall average rating of 4.0/5 stars. Intersection projects received an overall average rating of 3.9/5 stars.



Pedestrian projects received a higher priority rating than trail and bike improvement projects. The overall average rating for pedestrian projects was 4.0/5 stars, whereas bike and trail projects received 3.2/5 stars. Over half of the respondents indicated they felt "neutral," "disagreed," or "strongly disagreed" with prioritizing bike projects (56%).

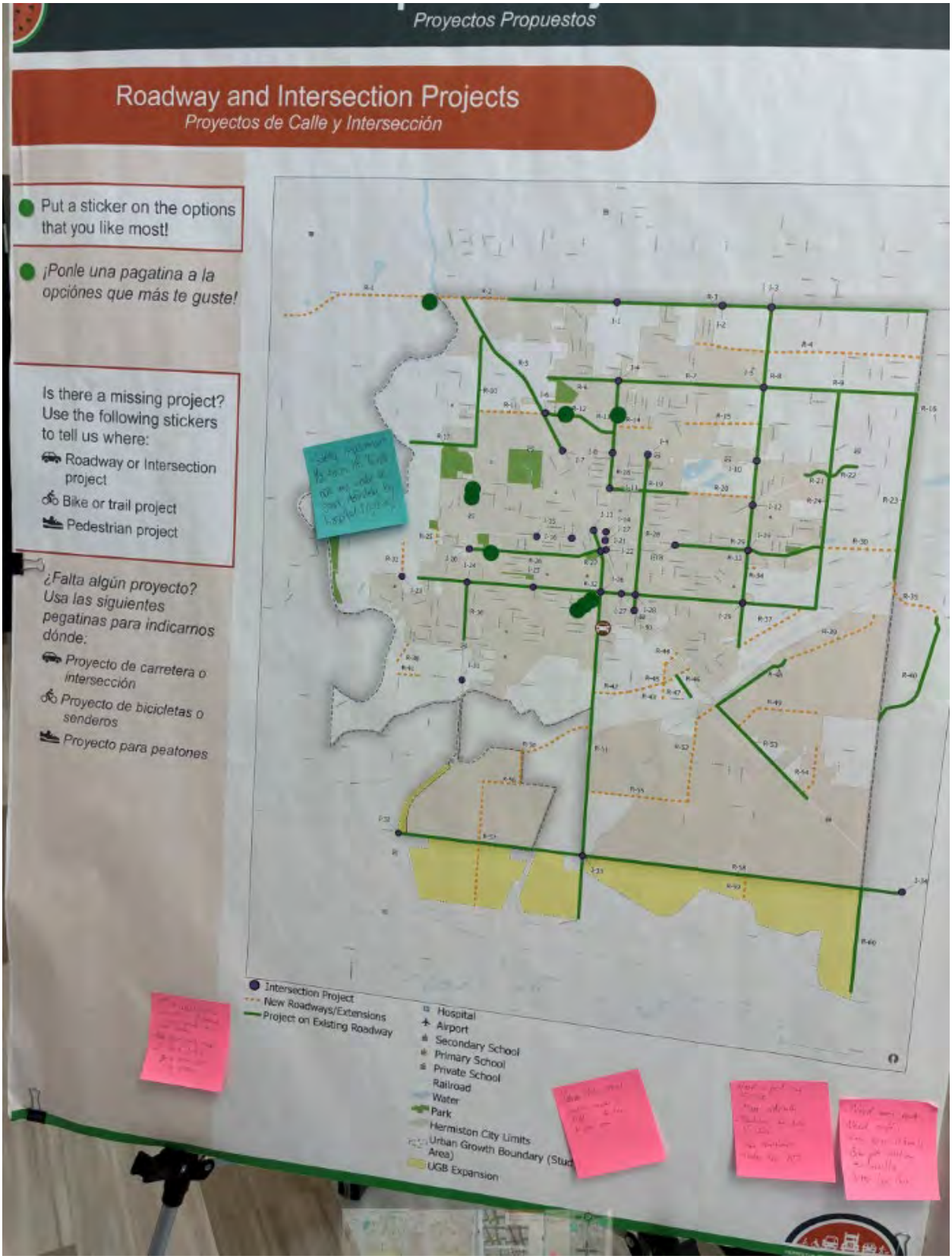
Focusing on ADA accessibility, adding street lighting, East Highland Avenue/South 1st Street intersection, and overall safety along/crossing US 395 were key themes in online comments collected. Several commentors indicated better overall accessibility. Areas identified for ADA improvements included in the downtown area, in parks, and by bus stops. There were also several comments regarding safety at intersections and along US 395.

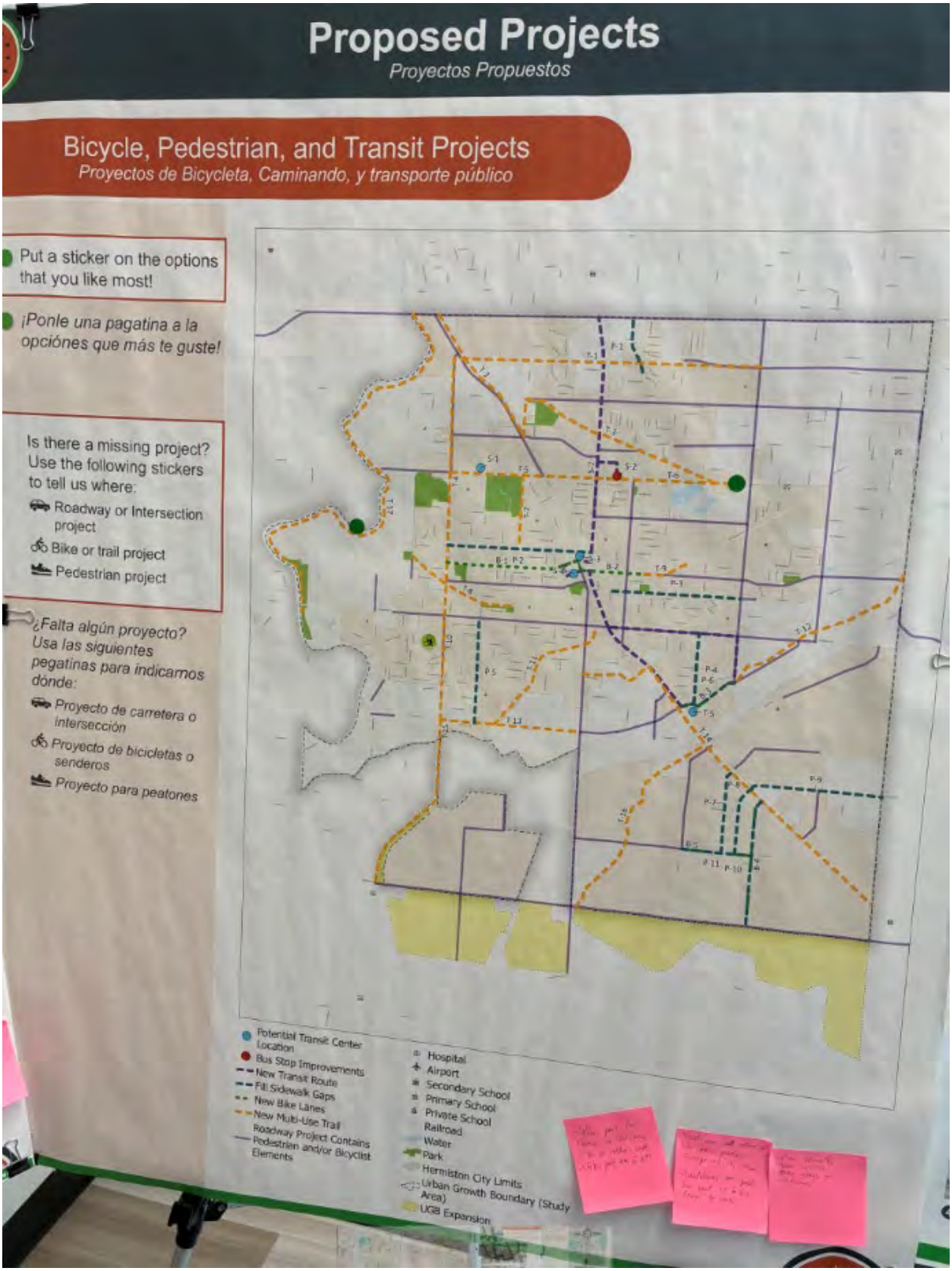
Over three quarters of respondents indicated they do not have a child who walks, bikes, or rolls to school (76%). This suggests that pedestrian improvements are a priority for both families with children and families without children, when comparing to demographic survey results to the first round of outreach and TSAP outreach results. Six people under the age of 30 completed the online survey. Twenty-two survey respondents indicated they were 60 years old or older, which also suggests that regardless of age and ability to drive, Hermiston community members would like to prioritize pedestrian improvements. Further, almost half of survey respondents indicated they have three or more vehicles (49%). If more trips could be taken by walking to a destination, the number of cars needed by household could decrease to needing 1-2 cars per household, which could help decrease congestion and reduce vehicle miles traveled.

About fifteen percent of survey respondents identified as Asian/Asian American, American Indian/Alaska Native, or Hispanic/Latino (16%). Seventy-three percent of people identified as Caucasian/White. Everyone who responded as "other" noted being human or that it should not matter.

A summary of in-person engagement comments, photos, and online survey results are included in Appendix A.

APPENDIX A: OUTREACH RESULTS DOCUMENTATION


Proyectos Propuestos
Roadway and Intersection Projects
Proyectos de Calle y Intersección
Put a sticker on the options that you like most!
¡Ponle una pagatina a la opciónes que más te guste!
Is there a missing project? Use the following stickers to tell us where:
Roadway or Intersection project
Bike or trail project
Pedestrian project
¿Falta algún proyecto? Usa las siguientes pegatinas para indicarnos dónde:
Proyecto de carretera o intersección
Proyecto de bicicletas o senderos
Proyecto para peatones
Intersection Project
New Roadways/Extensions
Project on Existing Roadway
Hospital
Airport
Secondary School
Primary School
Private School
Railroad
Water
Park
Hermiston City Limits
Urban Growth Boundary (Stud
Area)
UGB Expansion


Proposed Projects
Proyectos Propuestos
Bicycle, Pedestrian, and Transit Projects
Proyectos de Bicycleta, Caminando, y transporte público
Put a sticker on the options that you like most!
¡Ponle una pagatina a la opciónes que más te guste!
Is there a missing project? Use the following stickers to tell us where:
Roadway or Intersection project
Bike or trail project
Pedestrian project
¿Falta algún proyecto? Usa las siguientes pegatinas para indicarnos dónde:
Proyecto de carretera o intersección
Proyecto de bicicletas o senderos
Proyecto para peatones
Potential Transit Center Location
Bus Stop Improvements
New Transit Route
Fill Sidewalk Gaps
New Bike Lanes
New Multi-Use Trail
Roadway Project Contains Pedestrian and/or Bicyclist Elements
Hospital
Airport
Secondary School
Primary School
Private School
Railroad
Water
Park
Hermiston City Limits
Urban Growth Boundary (Study Area)
UGB Expansion

In-Person Outreach Comments
4th Street behind Walmart -> conflicts with trucks (can't make turns while staying in their lanes) -> feels dangerous Divert truck traffic off 395 to I-82, or at least off City streets
High school traffic makes it difficult for fire vehicles to get out of their nearby station
Need a pedi-cab service More sidewalks Roundabout at NW 11th/Elm More roundabouts Widen NW 11th
Need more roads Need traffic calming near schools Bike path connection to Umatilla Better dog park
Walking path from Loma Vista Elementary to Sandstone Middle School, lots of students walk Walking path along E 10th Street
Need more sidewalks, bike lanes, and paths, especially near schools Roundabouts are good but need to be big enough for trucks
More sidewalks Better crossings More signals or roundabouts
Would people know how to drive through a roundabout?
Safety improvements, ½ town lit, ½ not Area near downtown would be good, definitely by hospital
Center piece in middle to deter people driving through [roundabout]

Q1 Roadway improvement projects include creating more local roadway connections, reconstructing roads to meet current design standards, and managing driveway access. Many of these projects also include either improved or new bike facilities, and sidewalk improvements. Please rate on a scale 1 (strongly disagree) to 5 (strongly agree) how important it is to you that roadway projects be prioritized in the TSP

Answered: 65 Skipped: 2

4.2★

average rating

	STRONG DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
☆	3.08% 2	3.08% 2	10.77% 7	36.92% 24	46.15% 30	65	4.20

Q2 Intersection improvement projects include safety improvements, signal improvements or installation, or installing roundabouts. Many of the intersection improvements also include bike or pedestrian improvements. Please rate on a scale of 1 (strongly disagree) to 5 (strongly agree) how important it is to you that intersection projects be prioritized in the TSP

Answered: 65 Skipped: 2

3.9★
average rating

	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
☆	10.77% 7	1.54% 1	16.92% 11	29.23% 19	41.54% 27	65	3.89

Q3 Trail and bike improvements include adding sharrows on lower speed roads, on-street bike lanes, or adding trails to separate pedestrians and bicyclists from traffic. This map shows trail and bike improvements in addition to the roadway and intersection improvements that have trail/bike improvements as part of the project. Please rate on a scale of 1 (strongly disagree) to 5 (strongly agree) how important it is to you that trail and bike projects be prioritized in the TSP

Answered: 65 Skipped: 2

3.2★

average rating

	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
☆	16.92% 11	15.38% 10	24.62% 16	21.54% 14	21.54% 14	65	3.15

Q4 Pedestrian improvements include improved crosswalks, sidewalk infill, and new sidewalk construction. Please rate on a scale of 1 (strongly disagree) to 5 (strongly agree) how important it is to you that pedestrian projects be prioritized in the TSP

Answered: 66 Skipped: 1

4.0★

average rating



	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
☆	3.03% 2	6.06% 4	18.18% 12	33.33% 22	39.39% 26	66	4.00

Q5 Are there any projects that you think are missing?

Answered: 27 Skipped: 40

#	RESPONSES	DATE
1	More lightning on streets	12/19/2025 7:39 PM
2	Divert traffic away from Hermiston by extending Punkin center to the free way and put in the bridge across the Umatilla river. Amazon should help pay for it. It is a safety concern. This would help first responders get to the hospital faster. Plus it would divert traffic off old river road.	12/19/2025 7:26 PM
3	Traffic light at West 1st and Highland. Traffic light at the main exit out of Good Shepherd	12/19/2025 7:04 PM
4	I think you need a local tram	12/19/2025 6:23 PM
5	Benches at parks and at bus stops I have difficulty standing for any length of time. Sometimes I skip shopping because I know that I have to stand waiting for the bus. I am disabled on SSI. Due to the lack of places to sit while waiting it makes riding the bus impossible.	12/19/2025 5:31 PM
6	Make 11th Street a 4 lane road to have another way through town, if possible all the way to umatilla.if the state would consider another exit from the freeway on to Old River road it would be great.	12/19/2025 2:15 PM
7	No	12/19/2025 10:45 AM
8	Make main downtown a one way from 4th East to West to 395 with slant parking on both sides.	12/19/2025 9:32 AM
9	More stop lights. Better traffic monitoring.	12/19/2025 9:23 AM
10	Safety between east and west sides of the city divided by state highway 395. I would like to see traffic cameras at each light through town on that highway. Cameras that snap photos of red light runners that issue automatic tickets would be welcome and improve safety. Once people know there are consequences for running red lights I believe intersections will be safer and less accident prone. It worked great in Woodburn Oregon.	12/19/2025 6:38 AM
11	No	12/19/2025 2:37 AM
12	None i can think of right now	12/19/2025 12:20 AM
13	Hermiston needs to bypass all class 8 trucks running from Stanfield to Hwy730. Would very much make the streets easier and safer for local commuters.	12/18/2025 11:43 PM
14	Adding more street lights where the street are dark at night, light up the walkways over by the field of dreams. Clean up the parks and move out the homeless that are parked in areas that make businesses look dumpy.	12/18/2025 10:19 PM
15	Need more roads, Hermiston is growing fast and congestion is getting worse	12/18/2025 9:44 PM
16	The stop light at 1st and Highland that was promised at the time the new highschool was built	12/18/2025 9:22 PM
17	Intersection Highland and s first st at the High school traffic signal. Signal at Home Depot at 395	12/18/2025 8:58 PM
18	Parking areas , vehicles that need to be removed in a more rapid rate	12/18/2025 8:48 PM
19	So.eplace for teens like a youth center or ymca	12/18/2025 8:04 PM
20	Teaching the Mexicans how a 4way stop works and they can make a right turn on a red light if it's clear.	12/18/2025 7:40 PM
21	Accessibility and parking for Main Street/Downtown corridor. This is the heart of Hermiston and needs to be revitalized and made more welcoming/inviting for both businesses and customers.	12/18/2025 9:42 AM
22	Yes. My observation at Noon, and 3 to 5 pm,the city is paralyzed, almost every street you	12/18/2025 9:32 AM

	take.Hermiston is growing,we know that,and nothing is been done so far.The City,needs to move forward with the transport of people to get them safe to thir destination by keeping the traffic flow moving. Many control devices are designed to stop traffic and a it causes a funnel effect. If you look around other close cities, like TC.it keeps a nice traffic flow.it also should be restrictions to heavy equipment traveling on the city 395.big companies are using the corridor daily,like cement and gravel companies.	
23	Everywhere you go it’s a one lane transportation option unless on 395. This makes travel very slow as lines of traffic all go the speed (or slower speed) as the one car ahead choosing everyone’s speed at that point.	12/18/2025 5:46 AM
24	Would like to see a focus around schools as well as along 395. Too many fatalities lately.	12/17/2025 4:41 PM
25	Something needs to be done about the intersection at Highland and 1st Street. High schoolers are not stopping for traffic and drivers are not always allowing students to cross safely. We really need a stop light here.	12/17/2025 10:13 AM
26	Restructure 1st street and Highland intersection at the high school (can hardly ever proceed during mornings, lunch, and when school lets out!)And Elm and N 1st (can hardly cross traffic to turn either way!)	12/16/2025 7:24 PM
27	More consideration for the elderly and handicapped PLEASE! These should take priority over bike paths and trails. Absolutely against Roundabouts!	12/5/2025 7:49 PM

Q6 Is there anything else you would like to share with us about transportation concerns or suggestions for transportation improvements in Hermiston?

Answered: 23 Skipped: 44

#	RESPONSES	DATE
1	Put the bridge in	12/19/2025 7:26 PM
2	Longer turn lane from W.Highland to 11th and change the timing on the traffic light.	12/19/2025 7:04 PM
3	I don't drive so I walk and there are roads that do not have sidewalks. Roughly a year ago I was walking down one of the streets. I don't know its name but there was parking where there's dirt on the side and I had to step up onto the roadway get around the cars because there was no sidewalk and during that step is about a 3-in step. I tore my meniscus in my left knee. I had to call an ambulance and get a ride to the hospital. I am having surgery in a couple months because the damage is just too bad to save the knee. If you had had sidewalks, I don't believe that would have happened or at least not at that time	12/19/2025 5:31 PM
4	As Hermiston grows I believe a better investment in public transportation will be increasingly more important :)	12/19/2025 12:01 PM
5	Better crosswalk enforcement i try to cross 4th nobody stops when im in the crosswalk	12/19/2025 12:01 PM
6	Stop lowering speed limits at will. If the road manager thinks a speed limit needs lowered, hire a civil engineering firm to study traffic first to make recommendations. Traffic flow in town has been negatively affected due to Ron lowering speed limits in areas overnight. Enforce sight line distance from intersections, with an emphasis on 11th street. A turn lane needs painted on 11th to alleviate constant slow downs due to turning traffic in neighborhoods from gettman to highland. This would also prevent long term, illegal parking along 11th.	12/19/2025 11:04 AM
7	Maybe, allowing seniors outside the city limits (maybe 10 mile radius) free taxi access like they have in side city limits.	12/19/2025 10:45 AM
8	Older sidewalks are unsafe and crumbling in places	12/19/2025 9:32 AM
9	The intersection at 4th and hwy 395 needs to have the 4th st signal have individual turns. E.g north bound has red light while southbound has green, and then via versa. As is the turning lanes is chaos.	12/19/2025 9:23 AM
10	I would like to see long range plans between other stake holders coordinated. Minimize unnecessary tearing up streets if power, gas, sewer, any underground services, are planned long range as well so that underground work is set up in advance before asphalt or concrete hits the ground. Always be mindful of whose money you are using. It comes from the people.	12/19/2025 6:38 AM
11	No roundabouts	12/18/2025 11:18 PM
12	Monitor the kids at the high school who just shoot out at cars without looking and they act like they own the roads.	12/18/2025 10:19 PM
13	Semis using Hermiston as a cut through, if semis don’t have delivery’s in Hermiston they should not be utilizing it to cut through, as it adds to the congestion on local roads.	12/18/2025 9:44 PM
14	Allowing building so close to streets and roads that will need to be widened to accommodate future traffic	12/18/2025 9:22 PM
15	Crossing lights between the school board parking lot to Headstart.	12/18/2025 8:48 PM
16	Roundabout s won't work the Mexicans will sit till he'll freezes over before they will pull out.	12/18/2025 7:40 PM
17	The Punkin center intersection needs some kind of safety fix.	12/18/2025 10:08 AM
18	Consider re-routing semi-truck and commercial traffic away from 395 to Highway 82 to ease	12/18/2025 9:42 AM

	local access. Would likely require ODOT participation and approval, but worth exploring.	
19	Many streets with in the city limits,dont have structures,like side walks and in my opinion,maybe because this sectors are occupied by Latin x Familias and are forgotten. No one cares if children are present or walking,and it makes this streets unsafe to walk at any time	12/18/2025 9:32 AM
20	2 intersections I hope are going to be addressed: 1) The intersection of Highland and 1st--the dreaded 'high school' intersection 2) The intersection of 1st and Orchard. I would also like to add that when there are pedestrians involved with a problem intersection; I personally feel that roundabouts are a very bad solution.	12/18/2025 6:57 AM
21	Sidewalks on W Ridgeway Ave near Butte need to be prioritized. Many children have to walk in the street before/after school in this area. There is a blind hump in the road. This is a major accident waiting to happen.	12/16/2025 10:01 PM
22	Roundabouts take up too much property. No one wants to have property taken for them. We need more stoplights at intersections.	12/5/2025 8:22 PM
23	All of the larger roadways should have access to sidewalks on both sides. Many older neighborhoods have zero sidewalks and need at least one side of sidewalk access. I also find it silly and dangerous to see sidewalks just end in the middle of a road (N 1st/Elm). especially when they lead to recreation & schools.	12/5/2025 5:27 PM

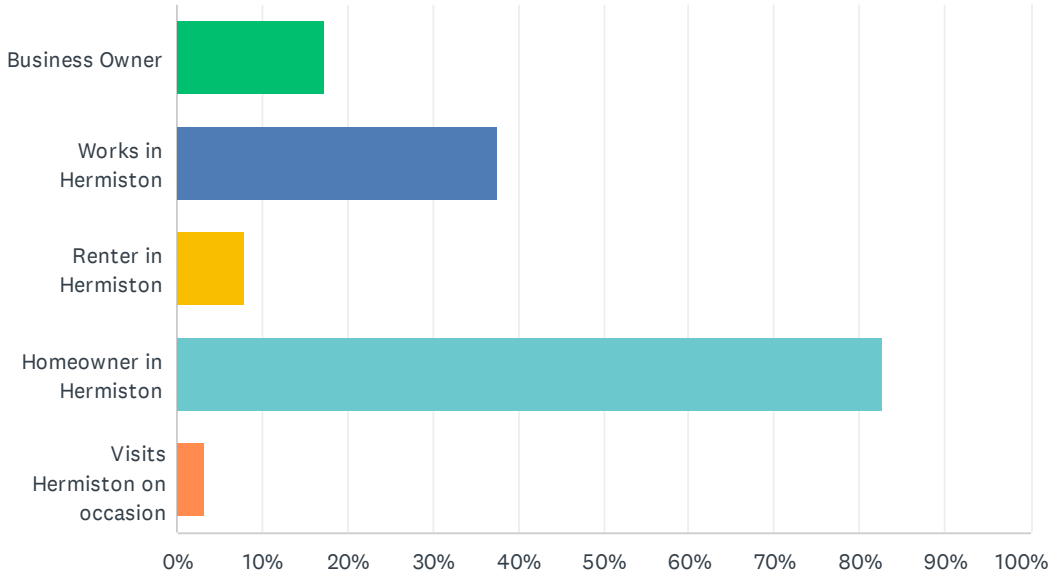
Q7 Please provide your email if you would like to receive project updates:

Answered: 17 Skipped: 50

#	RESPONSES	DATE
1	Bbarnes148@msn.com	12/19/2025 7:26 PM
2	ramseydt@charter.net	12/19/2025 7:04 PM
3	prettypetunias@gmail.com	12/19/2025 5:31 PM
4	Ronschroth541@gmail.com	12/19/2025 12:01 PM
5	suzannemckenzie@ymail.com	12/19/2025 10:45 AM
6	rhanewidmar@gmail.com	12/19/2025 9:23 AM
7	Quirt2024@gmail.com	12/19/2025 6:38 AM
8	Jamesb46307@gmail.com	12/19/2025 12:20 AM
9	Lhmtc_smith@yahoo.com	12/18/2025 10:19 PM
10	Castellaw5558@gmail.com	12/18/2025 8:58 PM
11	Mtodd13790@gmail.com	12/18/2025 8:48 PM
12	Kgpetersen88@gmail.com	12/18/2025 7:40 PM
13	MarilynAGilliland@outlook.com	12/18/2025 10:08 AM
14	Newhorizonprogram65@yahoo.com	12/18/2025 9:32 AM
15	Krista.a.vanveen@gmail.com	12/17/2025 4:41 PM
16	thebirds317@gmail.com	12/17/2025 10:13 AM
17	Zumwalt@eotnet.net	12/16/2025 7:24 PM

Q8 What is your relation to Hermiston? Select as many as are applicable to you.

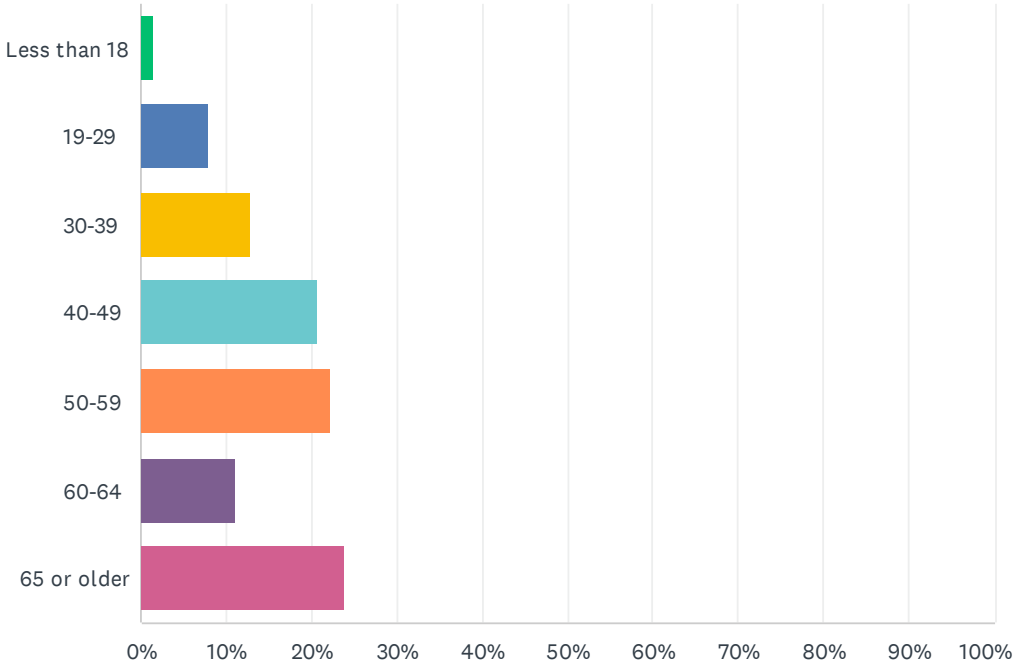
Answered: 64 Skipped: 3



ANSWER CHOICES	RESPONSES	
Business Owner	17.19%	11
Works in Hermiston	37.50%	24
Renter in Hermiston	7.81%	5
Homeowner in Hermiston	82.81%	53
Visits Hermiston on occasion	3.13%	2
Total Respondents: 64		

Q9 What is your age range?

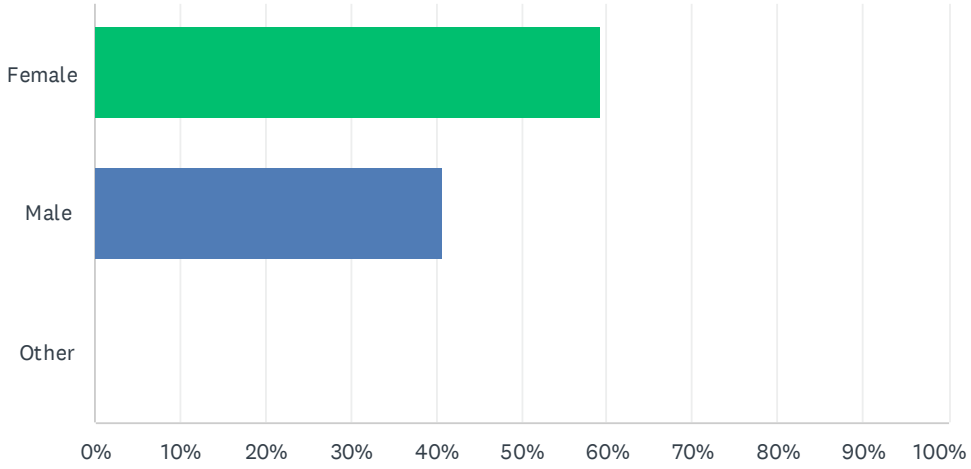
Answered: 63 Skipped: 4



ANSWER CHOICES	RESPONSES	
Less than 18	1.59%	1
19-29	7.94%	5
30-39	12.70%	8
40-49	20.63%	13
50-59	22.22%	14
60-64	11.11%	7
65 or older	23.81%	15
TOTAL		63

Q10 What is your gender?

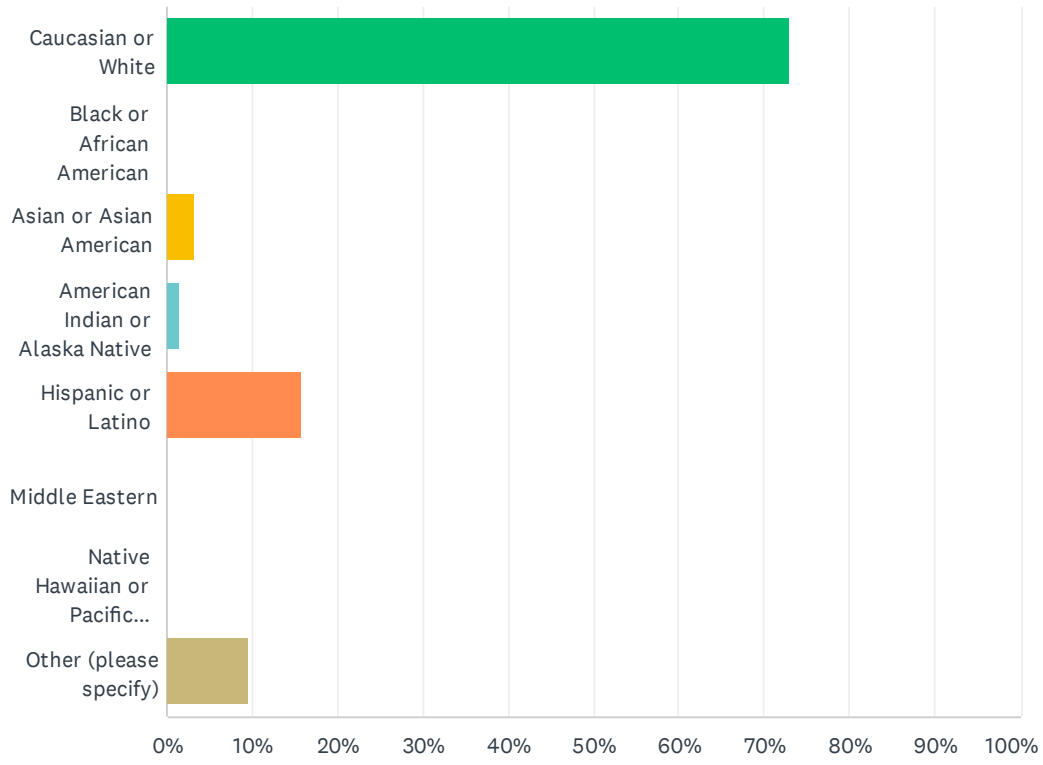
Answered: 64 Skipped: 3



ANSWER CHOICES	RESPONSES	
Female	59.38%	38
Male	40.63%	26
Other	0.00%	0
TOTAL		64

Q11 How do you identify as your race/ethnicity? Select all that apply.

Answered: 63 Skipped: 4



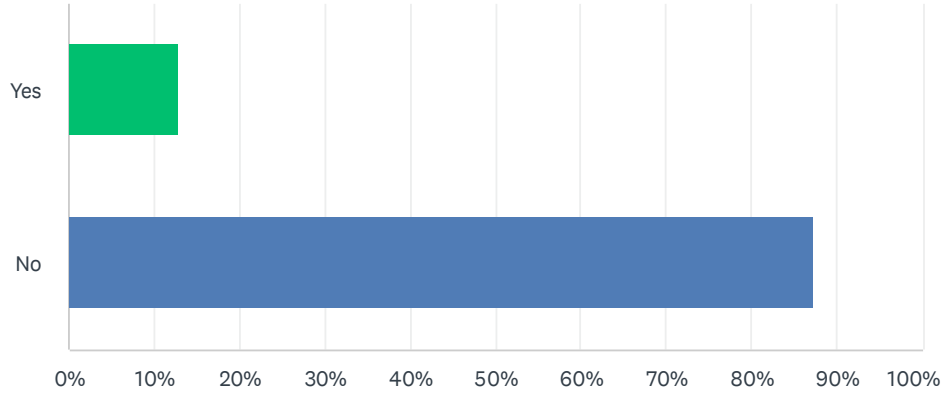
ANSWER CHOICES	RESPONSES	
Caucasian or White	73.02%	46
Black or African American	0.00%	0
Asian or Asian American	3.17%	2
American Indian or Alaska Native	1.59%	1
Hispanic or Latino	15.87%	10
Middle Eastern	0.00%	0
Native Hawaiian or Pacific Islander	0.00%	0
Other (please specify)	9.52%	6
Total Respondents: 63		

#	OTHER (PLEASE SPECIFY)	DATE
1	Does not matter	12/19/2025 2:38 AM
2	None of your business	12/18/2025 11:44 PM
3	Should not mater	12/18/2025 10:20 PM
4	Human	12/18/2025 9:23 PM

5	Shouldn’t matter	12/17/2025 7:27 PM
6	Human	12/6/2025 8:35 AM

Q12 Do you have a disability?

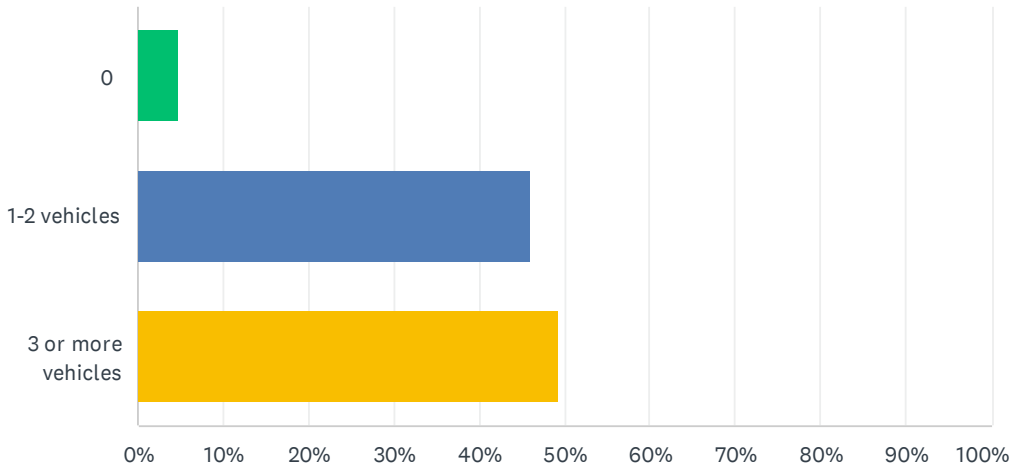
Answered: 63 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes	12.70%	8
No	87.30%	55
TOTAL		63

Q13 How many cars does your household have?

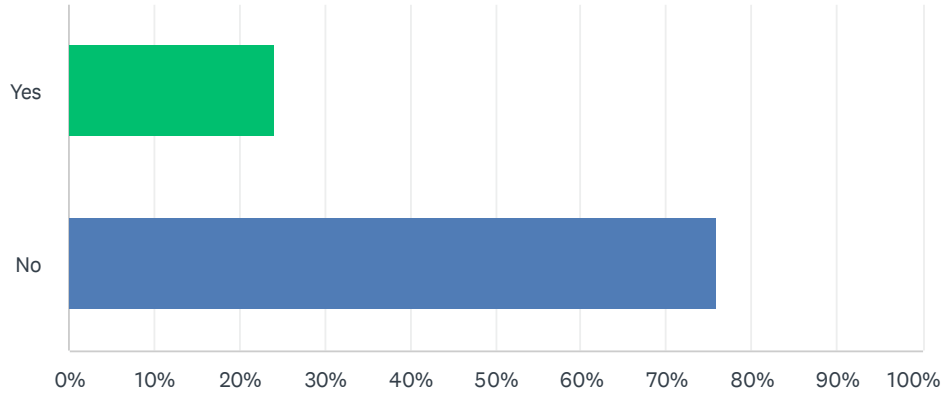
Answered: 63 Skipped: 4



ANSWER CHOICES	RESPONSES	
0	4.76%	3
1-2 vehicles	46.03%	29
3 or more vehicles	49.21%	31
TOTAL		63

Q14 Are there children (younger than 18) in your household that walks, bikes, or rolls to school?

Answered: 62 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	24.19%	15
No	75.81%	47
TOTAL		62

COMMUNITY ENGAGEMENT SUMMARY

February 13, 2026 Project #: 27003.60

To: Project Management Team

From: Nick Foster, Justin Delgado, Casey Werner, and Matt Hughart

RE: Phase 3 Community Engagement Summary

INTRODUCTION

As part of the City of Hermiston Transportation System Plan (TSP) Update, the project team conducted an online round of community engagement between January 20 and February 3, 2026. This engagement effort consisted of an online survey that asked community members to review and provide feedback on 10 proposed priority transportation projects. The survey was promoted through a press release and social media, including paid promotion, to encourage broad participation. Survey questions gathered input on overall support, perceived benefits and concerns for each priority project, as well as optional demographic information.

There were 79 responses to the survey. The feedback summarized in the following sections reflects community thoughts on these proposed projects and helps inform next steps in the TSP update process.

PROJECT FEEDBACK

Survey respondents were asked to evaluate each of the 10 priority transportation projects. For each project, participants rated its importance on a scale from 1 (Not Important at All) to 5 (Very Important) and were given the opportunity to provide open-ended comments. At the end of the survey, respondents were also asked whether any priority projects were missing. The following sections summarize key takeaways from both the quantitative ratings and qualitative feedback for each project.

R-28 4TH STREET CORRIDOR RECONSTRUCTION

(OR 207 TO US 395)

- Mixed views on whether 4th Street should be a priority compared to higher-volume corridors, though some noted increasing traffic over time.
- Strong focus on pedestrian and bicyclist safety, including sidewalks, crossings, speeds, and bike facilities.
- General support for multimodal improvements alongside concerns about traffic flow, truck routing, parking, and nearby impacts.



R-8 10TH STREET CORRIDOR RECONSTRUCTION
(PUNKIN CENTER RD TO OR 207)



- Safety near schools is a major concern, particularly for children walking and biking, with calls for a focus on improved crossings, signals, and roadway conditions.
- Support for a trail is mixed and tempered by concerns about cost, property impacts, eminent domain, taxes, and the need for direct outreach to affected residents and businesses.
- Some respondents feel this area does not serve enough residents compared to other needs and should rank lower

R-33 10TH STREET CORRIDOR RECONSTRUCTION
(OR 207 TO COLUMBIA DR)



- Strong emphasis on student safety, with frequent comments citing concerns about walking and biking conditions near multiple schools and increasing traffic.
- Concerns about property impacts, truck traffic, and the desire for direct outreach.
- This project, located on the same roadway as the previous project but on a different segment, received similar concerns about overall area priority

R-1 PUNKIN CENTER ROAD EXTENSION & RIVER CROSSING
(WEST OF UMATILLA RIVER RD)



- Mixed feedback, with some viewing the project as a critical regional connection to reduce congestion and truck traffic, while others see it as unnecessary or premature.
- Concerns about cost, property acquisition, and environmental impacts, especially among nearby residents.
- Broad agreement that the project would require careful, long-term planning and coordination to manage impacts if advanced.

R-2 PUNKIN CENTER ROAD EXTENSION
(TO N 1ST PL)



- Mixed views on project value, with some seeing potential safety and traffic benefits while others question its purpose and overall benefit.
- Safety concerns were noted at key curves and intersections, alongside worries about increased traffic on an already constrained roadway.
- Opposition focused on cost, property impacts, limited perceived benefit, and the desire for stronger outreach to affected residents and landowners.

R-3 PUNKIN CENTER ROAD EXTENSION & RIVER CROSSING
(OTT RD TO SUNSHINE LN)

- Many respondents identified safety as a key issue to be addressed by this project, citing increasing traffic, poor roadway conditions, and conflicts involving pedestrians.
- Some questions about the project's priority, purpose, and cost, especially given perceptions that other areas may serve more residents.
- Repeated concerns were raised about lighting, right-of-way impacts, and the desire for outreach to nearby residents and businesses.



I-20 7TH STREET/MAIN STREET ROUNDABOUT & ADA UPGRADES

- Supporters emphasized safety benefits, particularly crash reduction and improved conditions near schools.
- Common concerns include the potential for driver confusion, impacts to large vehicles, land requirements, and preference for alternative intersection treatments.



I-14 E DIAGONAL BOULEVARD/NE 10TH STREET TRAFFIC CONTROL

- Respondents agreed the intersection needs improvement, particularly in anticipation of increased traffic from nearby development.
- Feedback was mixed on the appropriate treatment, with some supporting a roundabout and others preferring a traffic signal or stop control.



I-31 SE 4TH STREET/E HIGHLAND AVENUE TRAFFIC CONTROL

- General agreement that the intersection is busy and would benefit from upgraded control to reduce confusion and improve traffic flow.
- Preference leaned toward a traffic signal, with some support for a roundabout.



I-29 S 1ST PLACE/HIGHLAND AVENUE SAFETY IMPROVEMENTS

- Many respondents indicated safety and congestion related concerns, particularly during school-related peak periods and lunch hours.
- Broad support for near-term pedestrian safety measures and a traffic signal in the long term, with repeated emphasis on controlled crossings and crossing guards.
- Some concerns focused on funding, implementation details, and the need for coordination with nearby properties and parking access.



GENERALIZED FINDINGS ACROSS ALL PROJECTS

Community feedback emphasized safety and mobility, especially for students, pedestrians, and cyclists, and supported projects that addressed high-traffic areas, missing sidewalks, and crossings. Opinions were mixed on some project priorities, and a common frequent concern was potential property impacts Respondents consistently stated desires for communication, data-driven decisions, and outreach to those most affected.

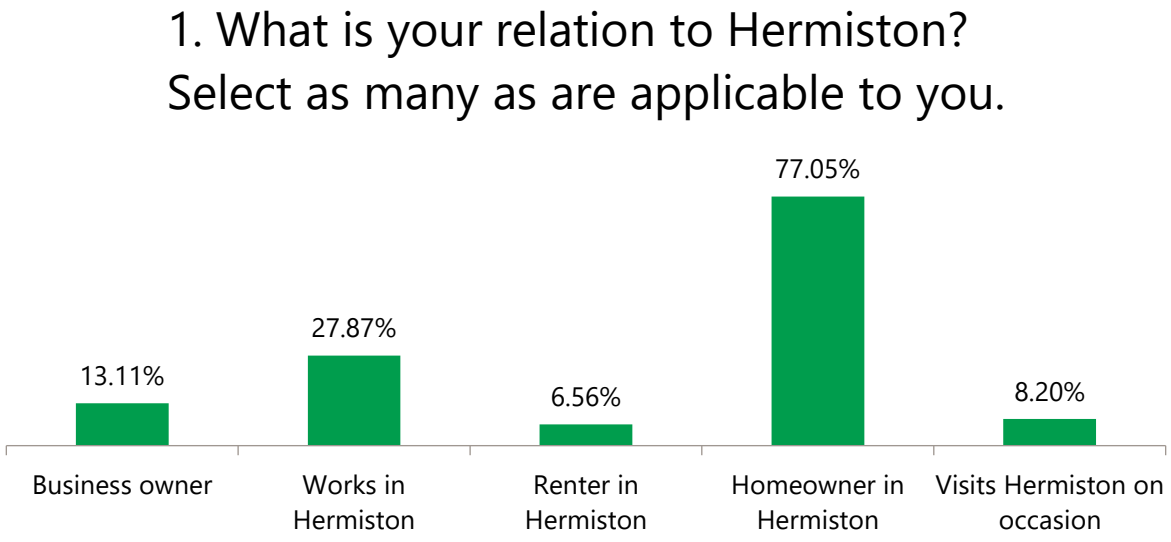
IS THERE ANYTHING MISSING FROM THESE PRIORITY PROJECTS?

When asked what was missing from the priority project list, respondents identified the following:

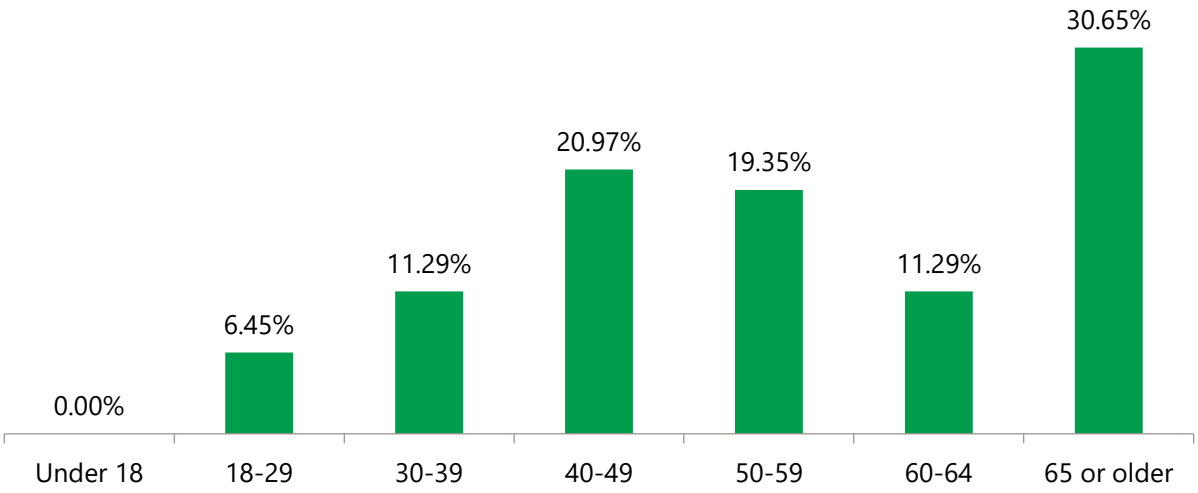
- **Additional intersection improvements:** US 395 at Elm and Hermiston Avenue (roundabouts requested), SW 11th/Joseph (school safety and visibility), SW 11th/Highland (rush hour backups), and West Elm/1st Place (signal).
- **Geographic equity concerns:** Some west and southwest side residents felt the project list favored the east side and did not adequately address traffic and safety concerns in their area.
- **Semi-truck and through-traffic management:** Calls for a bypass around town, reduced semi-truck traffic through residential areas, and concerns about noise from engine braking and heavy truck volumes on major corridors.
- **Pedestrian connectivity:** Requests for enforcement of sidewalk installation requirements and a continuous walkway from 1st Street across the railroad tracks north to Theater Lane.
- **Turning lanes:** Specific desires identified at Punkin Center/Diagonal and Diagonal/Edwards due to safety concerns

DEMOGRAPHICS

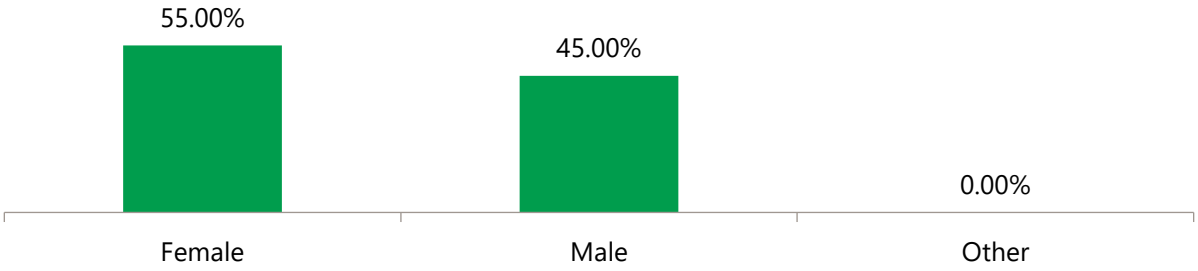
At the end of the survey, respondents provided demographic information to help characterize who participated in the engagement process.



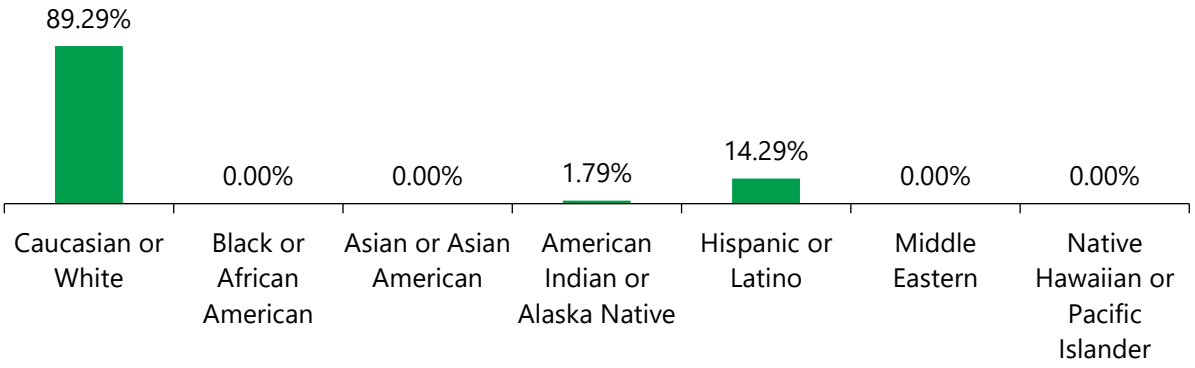
2. What is your age range?



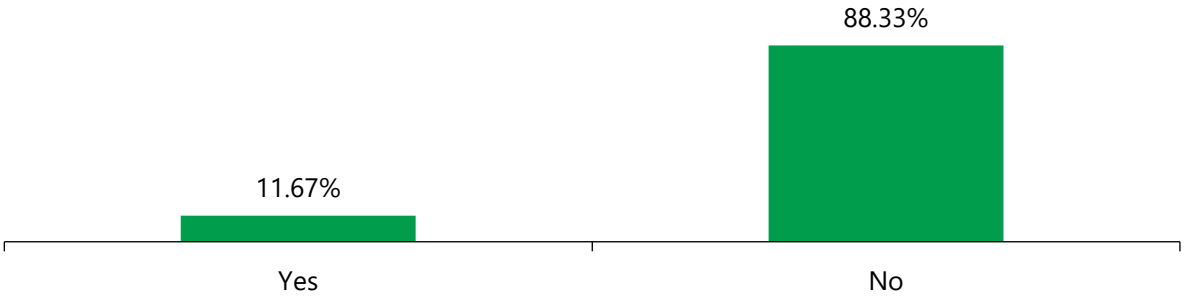
3. What is your gender?



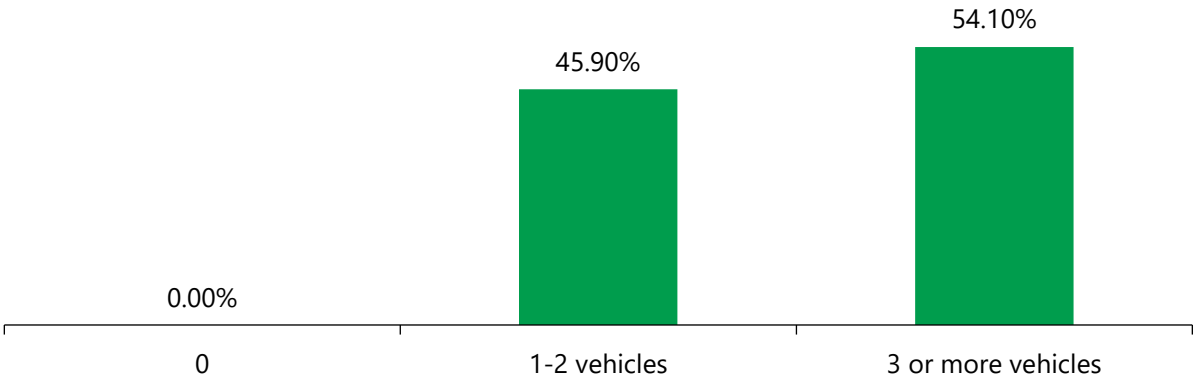
4. How do you identify as your race/ethnicity? Select all that apply.



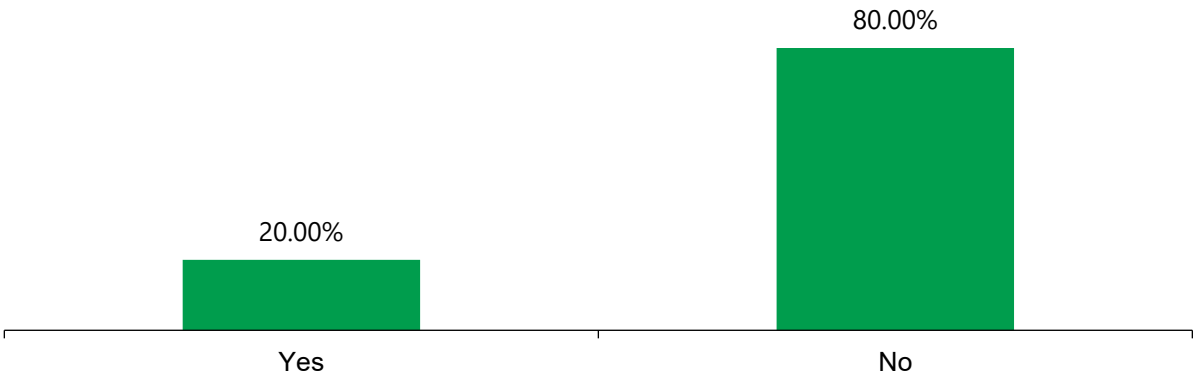
5. Do you have a disability?



6. How many cars does your household have?



7. Are there children (younger than 18) in your household that walks, bikes, or rolls to school?





APPENDIX B – TRANSPORTATION TECHNICAL STANDARDS MEMORANDUM

TECHNICAL MEMORANDUM

June 19, 2025 Project #: 27003.60

To: Project Management Team

From: Justin Delgado, Nick Foster, Matt Hugart, Corrie Parrish

RE: Transportation Technical Standards Memorandum

INTRODUCTION

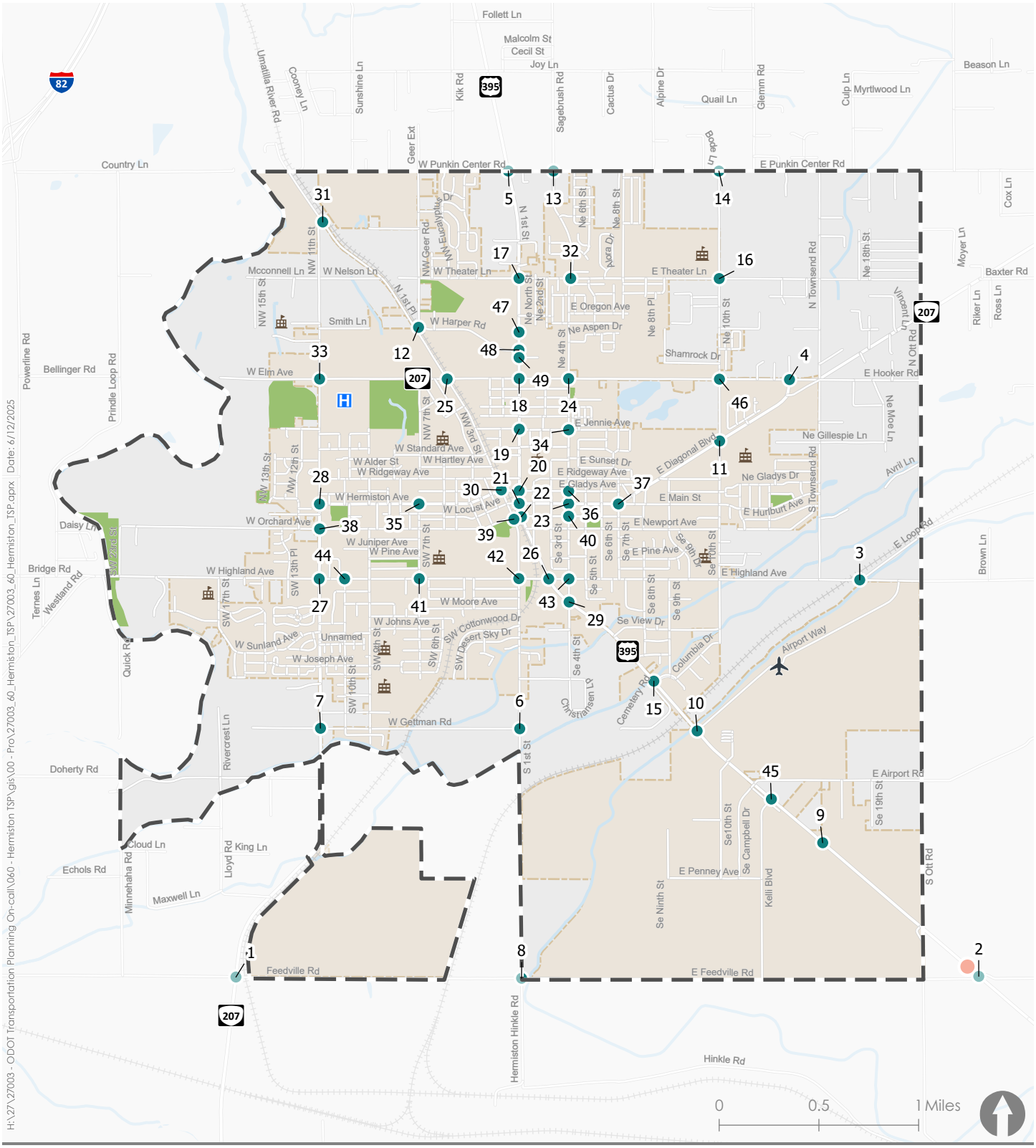
This memorandum identifies methodologies and assumptions to be used in the technical analyses for the City of Hermiston Transportation System Plan (TSP) Update. The methodologies presented are based on guidance provided in the Oregon Department of Transportation (ODOT) Analysis Procedures Manual (APM – Reference 1) and direction provided by City of Hermiston and ODOT staff. The methodology and assumptions include:

- Data collection and volume development;
- Traffic analysis procedure for the study intersections and study segments under existing and planning horizon (no-build and build) traffic conditions;
- Crash analysis procedure for the study intersections; and,
- Multimodal analysis procedure for collector and arterial roadways.

This information will serve as a baseline for determining a comprehensive list of transportation needs as well as helping to identify, evaluate, and prioritize potential solutions as part of the TSP Update.

STUDY AREA

The study area for the City of Hermiston TSP Update consists of the multimodal transportation network within the City of Hermiston Urban Growth Boundary (UGB). This includes 49 intersections –16 of which are signalized. The study intersections are identified in Figure 1, and Table 1 lists the study intersections and specifies their jurisdiction, type of traffic control, and count collection date.



- Study Intersections
- ATR #30-019
- Hospital
- Airport
- School
- Park
- Hermiston City Limits
- Urban Growth Boundary (Study Area)

Figure 1

Study Intersections

Table 1 Summary of Study Intersections

Number	ID	Intersection	Type	Jurisdiction	Count Date
48-hour Classification Counts					
1	38433	OR 207/Feedville Rd	Unsignalized	ODOT	06/04/2024
2	999110324	US 395/Feedville Rd	Unsignalized	ODOT	06/04/2024
3	999110669	Highland Ave/E Loop Rd	Unsignalized	City	06/04/2024
4	999110670	OR 207/E Diagonal Rd	Unsignalized	ODOT	06/04/2024
5	15439	US 395/Punkin Center Rd	Signalized	ODOT	05/16/2023
6	999110672	Gettman Rd/1st St	Unsignalized	County	06/04/2024
7	999110671	OR 207/Gettman Rd	Unsignalized	ODOT	06/04/2024
16-hour Classification Counts					
8	999110357	S 1st St/Feedville Rd	Unsignalized	County	05/16/2023
9	999110634	Penney Ave/US 395	Unsignalized	ODOT	06/04/2024
10	999110635	Airport Rd/US 395	Unsignalized	ODOT	06/04/2024
11	999110636	NE 10th St/Diagonal Rd	Unsignalized	City	06/04/2024
12	999110637	Geer Rd/Harper Rd	Unsignalized	City	06/04/2024
13	999110638	NE 4th St/Punkin Center	Unsignalized	County	06/04/2024
14	999110639	NE 10th St/Punkin Center	Unsignalized	County	06/04/2024
15	999110640	Port Dr/US 395	Unsignalized	ODOT	06/04/2024
16	999110641	NE 10th St/E Theater Ln	Unsignalized	City	06/04/2024
17	38434	US 395/Theater Ln	Signalized	ODOT	04/28/2022
18	22318	US 395/Elm Ave	Signalized	ODOT	04/28/2022
19	24591	US 395/Jennie Ave	Signalized	ODOT	04/28/2022
20	12830	US 395/Gladys Ave	Signalized	ODOT	04/28/2022
21	110035	US 395/Main St	Signalized	ODOT	04/28/2022
22	24597	US 395/Orchard Ave	Signalized	ODOT	04/28/2022
23	12827	4th St/Main St	Signalized	City	04/28/2022
24	12824	OR 207/ NE 4th St	Signalized	ODOT	08/04/2020
25	22317	OR 207/1st Pl	Signalized	ODOT	05/13/2023
26	12829	US 395/Highland Ave	Signalized	ODOT	04/28/2022
27	19733	OR 207/Highland Ave	Signalized	ODOT	04/20/2022
28	12369	OR 207/Hermiston Ave	Signalized	ODOT	04/20/2022
29	12825	US 395/SE 4th St	Signalized	ODOT	08/17/2020
30	12828	Hermiston Ave/N 1st Pl	Signalized	City	10/01/2013

31	999110643	NE 11th St/N 1st Pl	Unsignalized	City	06/04/2024
32	999110644	NE 4th St/E Theater Ln	Unsignalized	City	06/04/2024
33	30052010	NW 11th St/E Elm Ave	Signalized	ODOT	04/20/2022
34	999110645	NE 4th St/E Jennie Ave	Unsignalized	City	06/04/2024
35	999110657	SW 7th St/W Hermiston Ave	Unsignalized	City	06/04/2024
36	999110646	NE 4th St/E Gladys Ave	Unsignalized	City	06/04/2024
37	999110647	7th St/E Main Street	Unsignalized	City	06/04/2024
38	110036	OR 207/W Orchard Ave	Signalized	ODOT	04/20/2022
39	999110648	S 1st St/W Orchard Ave	Unsignalized	City	06/04/2024
40	999110649	SE 4th St/E Hulburt Ave	Unsignalized	City	06/04/2024
41	999110650	SW 7th St/W Highland Ave	Unsignalized	City	06/04/2024
42	999110651	S 1st St/Highland Ave	Unsignalized	City	06/04/2024
43	999110652	SE 4th St/E Highland Ave	Unsignalized	City	06/04/2024
44	999110653	SE 10th St/E Highland Ave	Unsignalized	City	06/04/2024
45	999110654	US 395/SE Kelli Blvd	Unsignalized	ODOT	06/04/2024
46	999110655	NE 10th St/OR 207	Unsignalized	ODOT	06/04/2024
47	999110534	US 395/Home Depot driveway	Unsignalized	ODOT	06/06/2023
48	999110656	US 395/W Harper Rd	Unsignalized	ODOT	06/04/2024
49	999110532	US 395/NE Cornell Pl	Unsignalized	ODOT	06/06/2023

TRAFFIC VOLUME DEVELOPMENT

The following sections describe how existing traffic volumes will be developed at study intersections, as well as how future volumes will be projected.

Traffic Counts

Traffic counts at the study intersections were collected and provided by ODOT's Transportation Planning Analysis Unit. ODOT provided 48-hour classification counts for 7 intersections and 16-hour classification counts for the other 42. The 48-hour classification counts include directional intersection turning movements, while 16-hour classification counts include directional intersection vehicle turning movements, vehicle class, and gap data, including vehicle (car and truck), bicycle, and pedestrian volumes. The intersections corresponding to each count type, and the date they were collected can be seen in Table 1. 2025 will be the base year for the TSP development and 2045 will be the future horizon year for planning purposes.

Intersection counts provided by TPAU have varying collection years and will all be grown to the TSP's base year, 2025, based on an annual growth rate of 0.7%. The growth rate was calculated based on the APM Chapter 5.6 Historical Factors methodology. This involved comparing the year 2023 AADT volume at Automatic Traffic Recorder #30-019 (located on US 395 ~700 ft north of its intersection with Feedville Road), to the 2043 projected volume from ODOT's Statewide Integrated Model (SWIM) model.

Calculation: ((9200-8100)/8100)/20= 0.0068 or 0.68%, rounding up = 0.7% growth rate

All intersection counts include the total number of pedestrians, bicyclists, and motor vehicles, as well as the percentage of heavy vehicles that entered each intersection in 15-minute intervals.

Seasonal Adjustment

Following the methodology outlined by ODOT's Analysis Procedures Manual (APM), a seasonal adjustment factor was reviewed for intersections in the planning area Automatic Traffic Recorder ATR #30-019 (located approximately 3.15 miles to the southeast of downtown on US-395) was determined to be an appropriate ATR that can be used to calculate 30th highest hour factor needed to complete a seasonal adjustment. While not located in the urban core of Hermiston, the ATR is located on US-395 and would offer insights into the degree of seasonal fluctuation experienced for roadways susceptible to seasonal traffic variations.

Seasonal adjustment factors will be applied to roadways that provide connectivity to the larger Interstate network or include highway adjacent destinations anticipated to serve regional travelers. Those intersections include any located along U.S. 395, OR 207, Highland Avenue, and Feedville Road. No seasonal adjustment factor is proposed for the other study intersections in the City of Hermiston as these intersections are not located on regional through routes nor do they serve destinations that are typically susceptible to seasonal traffic fluctuations.

Seasonal adjustment factors are proposed for certain study intersections in Hermiston based-on the count collection month's relationship to the peak month. August was determined to have the highest average

monthly Annual Average Daily Traffic (AADT). Counts collected in months other than August will be grown to provide a conservative analysis based on peak period travel patterns. ATR #30-019 has conducted yearly counts from 2017-2023, but 2020 and 2021 were excluded due to pandemic and construction, impacts. Table 2 shows the seasonal adjustment factor calculations for the collected intersection counts.

Table 2 Seasonal Adjustment Factor Calculation for ATR #30-019

Year	2017	2018	2019	2022	2023	Average
ATR #30-019						
Peak Month (August)	**116**	**110**	**114**	**112**	**111**	**113**
Count Month (April)	105	109	111	111	110	109
Count Month (May)	109	109	110	110	112	110
Count Month (June)	108	109	112	111	111	110
Count Month (October)	111	107	109	111	109	109

Cells highlighted in the table indicate the highest and lowest values for each month which were dropped from the calculations as per APM CH.5.

- The average peak month (August) is: (114 % + 112% + 111%) / 3 = 112.3%
  - The average count month (April) is: (109% + 111% + 110%) / 3 = 110%
    - The seasonal adjustment factor (April) is: 112.3% / 110% = **1.02**
  - The average count month (May) is: (109% + 110% + 110%) / 3 = 109.7%
    - The seasonal adjustment factor (May) is: 112.3% / 109.7% = **1.02**
  - The average count month (June) is: (109% + 111% + 111%) / 3 = 110.3%
    - The seasonal adjustment factor (June) is: 112.3% / 110.3% = **1.02**
  - The average count month (October) is: (111% + 109% + 109%) / 3 = 109.7%
    - The seasonal adjustment factor (October) is: 112.3% / 109.7% = **1.02**

An average of the factors nets a seasonal adjustment factor (SAF) for each count month. The resulting SAF values are 1.02 for all months counts were collected in. The SAF values will be used to seasonally adjust the counted volumes to 30th highest hour conditions.

Forecast Traffic Volumes

The planning horizon for the City of Hermiston TSP Update is 2045. There is no travel demand model that has been previously developed for Hermiston. ODOT's TPAU has developed traffic volume forecasts for the study area utilizing the Statewide Integrated Model (SWIM) and provided the project team with projected growth rates by link on these routes, which will be used to develop the future year volumes. Post-processing of the SWIM model results will be in accordance with NCHRP 765. As recommended by ODOT TPAU staff, the future volumes will be derived using the following formula:

Future Volume = Existing year (Count) * (1 + ((SWIM link value / 100) * (Future Yr – Existing Yr))

Alex Bettinardi, P.E., of ODOT TPAU provided the following example calculation:

*NB has a growth rate of 0.7, SB has 1.5. Approximate a 1% growth rate in both directions. If there's a 25-year difference in base and future year – that a 25% multiplier: Future volume = Base Volume * 1.25*

TPAU shared that in some cases directional differences on the links may exist. Where these differences are extreme and do not meet the project team's knowledge of the area, an approximate averaging of the two directions to get an approximate link growth rate will occur. Analysis completed to grow volumes to future year 2045 for study intersections will be documented and included with applicable subsequent memos.

TRAFFIC ANALYSIS

The traffic analysis will evaluate peak hour traffic operations of the study intersections under existing conditions and through the TSP planning horizon to identify potential capacity constraints and alternatives. This section summarizes the traffic analysis methodology including applicable operational standards and analysis parameters and assumptions.

Intersection Operations Analysis

This section summarizes the intersection operational standards, analysis parameters, and analysis software and input assumptions for the intersection operations analysis.

INTERSECTION OPERATIONAL STANDARDS

The study intersections identified for the TSP are subject to the operating standards described in the following sections according to their jurisdiction. The 49 intersection count locations will be reduced to 30 key intersections as needed for existing and future conditions. That selection will be derived from conversations with city staff. Those 30 intersections will be used to create 30th highest hour volumes (expected to be p.m. peak hour volumes) to perform volume-to-capacity (v/c) or level of service (LOS) analysis of 30 study intersections for existing and future conditions.

ODOT intersections will be assessed utilizing v/c mobility targets established in the Oregon Highway Plan, whereas City of Hermiston intersections will be assessed utilizing LOS mobility targets established in the city's current TSP.

ODOT Facilities

ODOT uses v/c ratios to assess intersection operations. Table 6 of the *Oregon Highway Plan* (OHP – Reference 2) provides maximum volume-to-capacity ratio targets for intersections on ODOT facilities. Table 3 summarizes the applicable v/c ratio that will be used to evaluate the existing and future operations at the ODOT owned/maintained intersections.

OR 207 is classified as a "Regional Highway" and US 395 is classified as a "Freight Route on a Statewide Highway" in the OHP. A portion of US 395 from SE 4th Street, north to W Theater Lane is designated as an "Urban Business Area" (UBA). Speed limits along state facilities were reviewed to match appropriate mobility targets to intersections, as required in Table 6 of the Oregon Highway Plan.

Table 3 ODOT Mobility Targets

Number	ID	Intersection	Type[1]	OHP Mobility Target
1	38433	OR 207/Feedville Rd	Unsignalized	v/c = 0.75 stop-controlled approach[2]
2	999110324	US 395/Feedville Rd	Unsignalized	v/c = 0.75 stop-controlled approach[2]
4	999110670	OR 207/E Diagonal Rd	Unsignalized	v/c = 0.95 stop-controlled approach
5	15439	US 395/Punkin Center Rd	Signalized	v/c = 0.80
7	999110671	OR 207/Gettman Rd	Unsignalized	v/c = 0.95 stop-controlled approach
9	999110634	Penney Ave/US 395	Unsignalized	v/c = 0.95 stop-controlled approach
10	999110635	Airport Rd/US 395	Unsignalized	v/c = 0.95 stop-controlled approach
15	999110640	Port Dr/US 395	Unsignalized	v/c = 0.95 stop-controlled approach
17	38434	US 395/Theater Ln	Signalized	v/c = 0.85
18	22318	US 395/Elm Ave	Signalized	v/c = 0.85
19	24591	US 395/Jennie Ave	Signalized	v/c = 0.85
20	12830	US 395/Gladys Ave	Signalized	v/c = 0.85
21	110035	US 395/Main St	Signalized	v/c = 0.85
22	24597	US 395/Orchard Ave	Signalized	v/c = 0.85
24	12824	OR 207/ NE 4th St	Signalized	v/c = 0.85
25	22317	OR 207/1st Pl	Signalized	v/c = 0.90
26	12829	US 395/Highland Ave	Signalized	v/c = 0.85
27	19733	OR 207/Highland Ave	Signalized	v/c = 0.90
28	12369	OR 207/Hermiston Ave	Signalized	v/c = 0.90
29	12825	US 395/SE 4th St	Signalized	v/c = 0.85
33	30052010	NW 11th St/E Elm Ave	Signalized	v/c = 0.90
38	110036	OR 207/W Orchard Ave	Signalized	v/c = 0.90
45	999110654	US 395/SE Kelli Blvd	Unsignalized	v/c = 0.95 stop-controlled approach
46	999110655	NE 10th St/OR 207	Unsignalized	v/c = 0.85
47	999110534	US 395/Home Depot driveway	Unsignalized	v/c = 0.95 stop-controlled approach

48	999110656	US 395/W Harper Rd	Unsignalized	v/c = 0.95 stop-controlled approach
49	999110532	US 395/NE Cornell Pl	Unsignalized	v/c = 0.95 stop-controlled approach

[1]All unsignalized intersections here are two-way stop-controlled. As such, only the stopping approach mobility standards are displayed in the table.
[2]Indicates that an intersection is located outside of the Hermiston Urban Growth Boundary.

In the event intersection or roadway alternatives involve major traffic control improvements, the applicable v/c standards from Oregon's Highway Design Manual Table 1200-2 (HDM – Reference 3) will be applied.

Local Facilities

The remaining study intersections are on the local street system and are subject to appropriate local operating standards. As established in the City's current TSP (Reference 4), an operational standard of Level of service (LOS) "D" or better applies for all intersections.

Traffic operations at the study intersections will be evaluated according to the ODOT and local operating standards referenced above. Potential solutions will be identified and evaluated for the study intersections that are found to exceed applicable v/c and LOS thresholds under existing and future traffic conditions.

Analysis Parameters

The following data sources and methodologies are proposed for conducting traffic analysis. Analysis of all state facilities will be performed according to the APM, unless otherwise agreed upon by the City and ODOT.

1. **Inventory** – The specific "should" and "shall" elements from ODOT's TSP Guidelines will be inventoried to the extent data is available and provided by ODOT or the City. The available data will be considered and analyzed in Draft Memoranda #4 - #6. See Appendix A for a more detailed list of transportation infrastructure elements that will be included in the analysis.
2. **Intersection/Road Geometry** (e.g., number of lanes, lane configurations, cross-section elements, etc.) will be collected through aerial photography. Available as-built data (verified through site visit) may also be used to verify existing roadway geometry. The analysis models will be constructed on scaled roadway line work from GIS or aerial photography.
3. **Operational Data** (e.g., posted speeds, intersection control, rail crossings, etc.) will be collected through aerial photography, Oregon digital video log, Google Streetview, straight line charts, GIS data, and/or local knowledge. All data will be field verified.

4. **Peak Hour Factors (PHF)** will be calculated for each intersection with traffic count data, as available, and applied to the existing conditions analysis. Per the APM, the following PHF's will be applied for the year 2045 analysis:

    a. Major Arterial to Major Arterial Facilities: 0.95
    b. Major Arterial to Minor Arterial Facilities: 0.92
    c. Minor Arterial to Minor Arterial Facilities: 0.90
    d. Minor Arterial to Collector Facilities: 0.88
    e. Collector to Collector (or Lower) Facilities: 0.85

    If an existing PHF is greater than the default future values above, the existing PHF will be used.

5. **Traffic Volume Development** is described in previous sections.

6. **Traffic Operations**

    a. The methodologies identified in the *Highway Capacity Manual 7th Edition* (HCM – Reference 5) will be used to analyze traffic operations at the study intersections.

    b. Vistro is a software tool designed to assist with operations analyses in accordance with HCM 7th Edition methodologies; therefore, Vistro 7 will be used to conduct the traffic operations analyses. Level-of-service (LOS), delay, v/c ratios (critical movement for unsignalized intersections) and 95th percentile queue lengths will be reported at all intersections regardless of jurisdiction. Planning-level signal warrants will be analyzed at unsignalized intersections not meeting their mobility target using *Manual on Uniform Traffic Control Devices* (MUTCD – Reference 6) traffic signal warrants.

Traffic Analysis Software & Input Assumptions

Table 4 summarizes the Vistro software and input assumptions for the traffic analysis. These settings are consistent with what is listed in the ODOT APM Appendix 12A/13A.

Table 4 Traffic Analysis Assumptions

Intersection Parameters	Existing Conditions Assumptions
Speed	Posted
Peak Hour Factor	From traffic counts
Conflicting Bike and Pedestrians Per Hour	From traffic counts (as available)
Area Type	Not a Central Business District
Ideal Saturation Flow Rate (All Movements)	1,750 passenger cars per hour per lane
Lane Width	12 feet (unless field observations suggest otherwise)
Pedestrian Crosswalk Width	10 feet (unless field observations suggest otherwise)
Percent Heavy Vehicles (All Movements)	From traffic counts (as available)
Percent Grade	Estimated based on field observations
95th – Percentile & Average Vehicle Queues	Vistro summary output

CRASH ANALYSIS

The crash analysis will incorporate the recently completed safety analysis for the City's Safety Action Plan and the supplementary crash analysis report TPAU is currently completing. These analyses will be incorporated into the project as the existing conditions safety analysis. The previously completed crash analysis for the City's Safety Action Plan evaluated crash patterns, risk factors, crash emphasis areas, and summarized all fatal/serious injury crashes across the urban area.

The TPAU-provided crash analysis report will use the Highway Safety Manual Part B Critical Crash Rate and Excess Proportion of a Specific Crash Type screening methods to identify any safety focus locations. TPAU's analysis will also include a critical crash rate analysis for all the study intersections, a review of ODOT's Safety Priority Index System (SPIS), and segment crash rates.

For future transportation projects, the safety impacts of each design or each alternative developed to specifically address a safety concern will be assessed and summarized. The ODOT's All Roads Transportation Safety Crash Reduction Factors Manual (ARTS CRF) will be initial source of countermeasures. If the ARTS CRF is not sufficient, then the Crash Modification Factors (CMFs) in the Highway Safety Manual Part D and/or the Federal Highway Administration Crash Modification Factor Clearinghouse will be used to indicate the potential crash reduction for each safety alternative or countermeasure. It is recognized that the ODOT Crash Modification Factor standard is to only use CMFs with a quality rating of three stars or better.

MULTIMODAL ANALYSIS

The multimodal analysis will review the following elements of the active transportation network and trails to identify potential facility and service alternatives for people walking, biking, and taking transit within the project study area:

- Availability of walking and biking facilities along collector and arterial roadways;
- Level of Traffic Stress (LTS) ratings for pedestrian and bicycle facilities along collector and arterial roadways and intersections, including around transit facilities; and,
- Safety risk to pedestrians and bicyclists along state highways, including around transit facilities.
- Existing transit services (local fixed route, intercity, and paratransit) within and connecting to the planning area;
- Existing service level (frequency, coverage, and reliability, as provided by transit service providers) and ridership patterns (as provided by transit service providers);
- Transportation-related census data (Citywide demographics and commute patterns, as available from the US Census Bureau), to identify underserved areas and unmet needs, comparing census data with existing transit service;
- A qualitative assessment of the strengths and weaknesses of existing transit facilities (transit stops, transit centers, and park-and-ride facilities), including access conditions, available amenities, facility placement, lighting, and other physical conditions.

The LTS analyses will be performed in accordance with the methodologies identified in Chapter 14 of the APM. For state facilities, the assessment will rely on LTS data that ODOT has developed.

REFERENCES

1. Oregon Department of Transportation. Analysis Procedures Manual, 2018.
2. Oregon Department of Transportation. Oregon Highway Plan, 2015.
3. Oregon Department of Transportation. Highway Design Manual, 2025.
4. City of Corvallis. Transportation System Plan. 1997.
5. Transportation Research Board. Highway Capacity Manual, 7th Edition, 2022.
6. Federal Highway Administration. Manual on Uniform Traffic Control Devices. 2009.

APPENDIX A – TRANSPORTATION INVENTORY

AIR

- Identification of any future growth or master plans
- Identification of airport owners and operators
- Identification of types of services offered
- Identification of approximate number of non-commercial flights per day

BICYCLE

- Identification of bicycle lanes, bicycle routes, accessways, paths, and other types of bicycle facilities (as provided by the City and ODOT)
- Location of all reported injuries and deaths of people on bicycles from the most recent 5 years of available data
- Identification of a critical/priority bicycle network
- Identification of key bicycle destinations

MARINE

There are no marine facilities located in the City of Hermiston.

PEDESTRIAN

- Identification of sidewalks, crosswalks, shared-use paths, trails, and other types of pedestrian facilities within the planning area (as provided by the City and ODOT)
- Identification of crash risk factors of inventoried pedestrian facilities, including speed, volume, separation, and roadway width
- Location of all reported injuries and deaths of people walking or using a mobility device from the most recent 5 years of available data
- Identification of intermodal connections (e.g., access to transit)
- Identification of barriers to pedestrians
- Identification of key pedestrian destinations
- Identification of any existing Safe Routes to School action plans

PIPELINE

- Identification of pipeline owners and operators
- General identification of pipeline locations
- Identification of pipeline type
- Identification of pipeline terminals

RAIL

- Identification of the location of rail lines and key support facilities, such as yards and terminals
- Identification of the location and type of rail crossings (e.g., grade-separated, at-grade, signalized, unsignalized, gates, lights, bells)

- Identification of the owners and operators of rail lines and classification (Class I, II, or III) of each operating entity. Note: Many Oregon line segments are owned by Class I railroads but leased to short lines for operation. More than one railroad may operate over track in a jurisdiction, so all owners/operators should be identified.
- Identification of the type of freight service
- Identification of the approximate number of daily trains and their timing if they operate on schedules. Most of this information can be obtained from the rail owner and/or ODOT's Rail Division.

ROADWAY

- Location of all publicly owned, operated, or supported streets
- Identification of roadway ownership by jurisdiction
- Identification of roadway classifications by jurisdiction, including federal, state, regional, and local classifications, as applicable
- Identification of primary uses, and whether they serve local, regional, pass-through, or freight traffic
- Identification of primary users of a facility, including whether users are primarily on foot, bicycle, transit, freight, or personal vehicle
- Identification of land use context for each segment of a facility, including types of planned land uses surrounding the facility
- Identification of the location of key destinations
- Identification of roadway characteristics:
    - For local streets include location
    - For collector streets include location, condition, and number of general-purpose travel lanes and turn lanes
    - For arterial streets include location, condition, and number of general-purpose travel lanes, turn lanes, and lane width
- Identification of lane configurations and traffic control devices at study intersections
- Collection of weekday evening peak-period traffic counts at the identified study intersections
- Identification of bridge location, condition (bridge sufficiency rating), and ownership responsibility
- Location of all reported serious injuries and deaths of people related to vehicular crashes from the most recent 5 years of available data
- Quantify average annual daily traffic volumes on all paved public roads
- Safety analysis (e.g., crash data, Safety Priority Index System locations, off-ramp queuing)

PUBLIC TRANSPORTATION

- Identification of local and intercity transit service providers
- Identification of fixed-route and dial-a-ride service areas and the location of fixed routes, and transit stops
- Identification of service characteristics, such as days and hours of operation and service frequency
- Identification of intercity bus and passenger rail terminals and park-and-ride stations
- Identification of the location of transportation-disadvantaged and disabled populations, including areas with disproportionate concentrations of these populations

TRUCK FREIGHT

- Identification of Oregon Highway Plan Freight Routes and Reduction Review Routes
- Identification of National Highway System (NHS) freight intermodal connectors and facilities (e.g., truck-rail intermodal yards, truck-rail reload facilities, marine terminals, pipeline terminals, air-cargo facilities, park-and-ride lots, highway-to-rail transfer facilities), including service levels and other characteristics
- Identification of the National Highway Freight Network Critical Urban and/or Rural Freight Corridors
- Identification of local and regional truck freight routes
- Freight bottlenecks identified in other state, regional, or local plans
- Identification of truck freight average daily traffic volumes on roadways and intersections that experience significant truck traffic (as available in count data provided by ODOT)
- Identification of truck freight routes with weight, height, or other freight-related restrictions
- Identify major truck freight generators and receivers that support local industry and economy



APPENDIX C – UPDATES TO **THE CITY'S** DEVELOPMENT CODE

urbsworks

Date 8 July 2026

Subject Hermiston Transportation System Plan Update

From Marcy McInelly, AIA, Shelley Denison, AICP, Urbsworks, Inc.

Transportation Impact Analysis Standards

ZO 157.150 TRANSPORTATION IMPROVEMENTS, STANDARDS, AND PROCEDURES

(E) *Traffic impact study.* The applicant for a zone change, or a development or subdivision subject to the Development Standards of 157.160 et seq., shall submit a traffic impact study when the proposal meets the criteria as detailed in Section 5-1.1(D) of Hermiston's Public Works Standards.~~affects a transportation facility if it:~~

~~(1) Changes the functional classification of an existing or planned transportation facility;~~

~~(2) Changes standards implementing a functional classification system;~~

~~(3) Allows types or levels of land use that would result in levels of traffic or access that are inconsistent with the functional classification of a transportation facility; or~~

~~(4) Would reduce the level of service of the facility below the minimum acceptable level identified in the Transportation System Plan.~~

PW 5-1.1 STREETS: GENERAL DESIGN REQUIREMENTS

D. Traffic Analysis

1. The City will require a Traffic Impact Analysis (TIA) as determined by the type of development and its potential impact to existing street systems. A TIA shall~~may~~ be required for a development when:

   a. it will generate 300~~1,000~~ vehicle trips per weekday or more; or~~, or~~

   b. its location, proposed site plan, and traffic characteristics could affect traffic safety, access management, street capacity, or known traffic problems or deficiencies in a development's study area; or~~.~~

   c. it will change the functional classification of an existing or planned transportation facility; or

   d. it will change standards implementing a functional classification system; or

   e. it will allow types or levels of land use that would result in levels of traffic or access that are inconsistent with the functional classification of a transportation facility; or

   f. it will reduce the level of service of the facility below the minimum acceptable level identified in the Transportation System Plan.

2. A TIA shall not be required for a residential development if:

   a. The cumulative impact of the proposed development and development on abutting properties that received a certificate of occupancy or recorded a plat within the past five years will generate no more than 30 vehicle trips in any weekday a.m. or p.m. peak hour as determined by using the Institute of Transportation Engineers Trip Generation Manual (11th Edition); or

b. The proposed development completed a transportation impact study at the time of annexation within the past five years and that study assessed the impact of the same or more dwelling units than proposed under the new land use action; or

c. The application only proposes to convert an existing detached single family dwelling to a duplex; or

d. The application is for the development of duplexes, triplexes, or quadplexes; or

~~b.~~e. The application is for the development of twelve or fewer townhouse or cottage cluster units.

~~2.~~3. The TIA shall be prepared by a professional engineer licensed in the State of Oregon who specializes in traffic engineering. At a minimum, the TIA shall contain the following:

a. Purpose of TIA and Study Objectives

1) A discussion of key traffic issues to be addressed and the transportation system and development objectives related to a specific development.

2) General transportation system objectives are:

a) to maintain safe and efficient traffic flow on surrounding street system;

b) to provide safe and effective transfer of vehicular traffic between the site and the street system, providing a convenient, safe, and efficient on-site and off-site movement of private, service, and delivery vehicles, pedestrians, transit and bicycles; and

c) to effectively mitigate adverse site-generated traffic impacts on affected streets and intersections. Site-specific objectives may be established by the City for each study and report.

b. Executive Summary

A concise summary of the study purpose/objectives, site location and study area, development description, key assumptions, findings, conclusions, and recommendations.

c. Description of Site and Study Area Roadways

1) A description of the site, study area, existing traffic conditions in the study area, anticipated nearby development, and committed roadway improvements that would affect future traffic in the study area.

2) The study area will be defined as all roads, ramps, and intersections through which peak hour site traffic composes at least 5 percent of the existing capacity of an intersection approach, or roadway sections on which accident character or residential traffic character is expected to be significantly impacted.

d. On-site Traffic Evaluation

An evaluation of the proposed (and alternative) site access locations, the adequacy of access depth, number of lanes, queuing storage, safety, and efficiency of proposed vehicular circulation, parking layout, pedestrians, service vehicle routes/facilities, together with recommendations for on-site traffic markings and controls.

e. Technical Appendix

A technical appendix including worksheets, charts, traffic count, and drawings to support findings as described in the body of the report.

f. Recommendations for Public Improvements

1) Recommendations should be made for external roadway improvements, such as additional through and turn lanes, and TCD necessitated as a result

of the development. Recommended improvements to transit facilities, pedestrian, and bicycle circulation should also be reported.

2) The recommendations should specify the time period within which improvements should be made, particularly if improvements are associated with a phased development; the estimated cost of improvements; and any monitoring of operating conditions and improvements that may be needed. If needed street improvements, unrelated to the development, are identified during the analysis, such improvements shall be reported.

g. Access Management

1) On sites with arterial and collector street frontages, the report shall evaluate and recommend the use of access management plans or techniques:

2) To separate basic conflict areas: Reduce the number of approaches or increase spacing between approaches and intersections.

3) To remove turning vehicles or queues from the through lanes (reduce both the frequency and severity of conflicts by providing separate paths and storage areas for turning vehicles and queues): Techniques may include turn restrictions, striping, medians, frontage roads, channelizing of lanes or approaches, shared approaches, access between similar uses, access consolidation, lanes for left or right turns, and other transportation system management actions.

h. A review of alternative access points for site access to highways, city streets, and county roads.

i. The analysis of alternate access proposals should include:

1) Existing daily and p.m. peak hour counts, by traffic movements, at intersections affected by generated traffic from the development. (Use traffic flow diagrams).

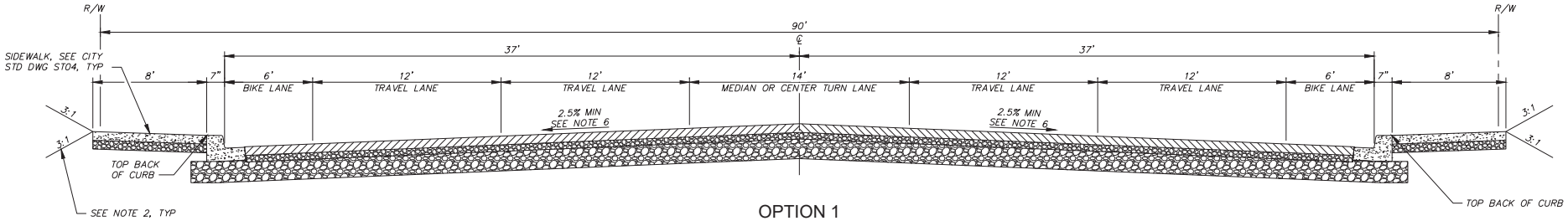
2) Projected daily and p.m. peak hour volumes for the same intersections and proposed access points when the development is in full service. (Use traffic flow diagrams.)

3) A determination of the existing levels of service and projected levels of service at each intersection and access points studied.

4) A discussion of the need for traffic signals. This should include a traffic warrant computation based on the "Manual on Uniform Traffic Control Devices."

   a) The recommendations made in the TIA should be specific and should be based on a minimum level of service when the development is in full service. As an example, if a traffic signal is recommended, the recommendation should include the type of traffic signal control and what movements should be signalized. If a storage lane for right turn or left turn is needed, the recommendation should include the amount of storage needed. If several intersections are involved for signalization and an interconnect system is considered, specific analysis should be made concerning progression of traffic between intersections.

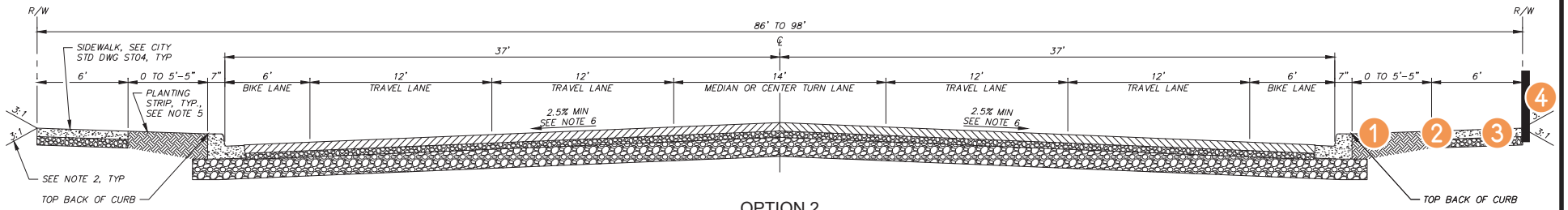
   b) The TIA should include a discussion of bicycle and pedestrian usage and the facilities provided along with the availability of mass transit to serve the development, if appropriate.



OPTION 1

(IN CENTRAL BUSINESS DISTRICT)

NTS



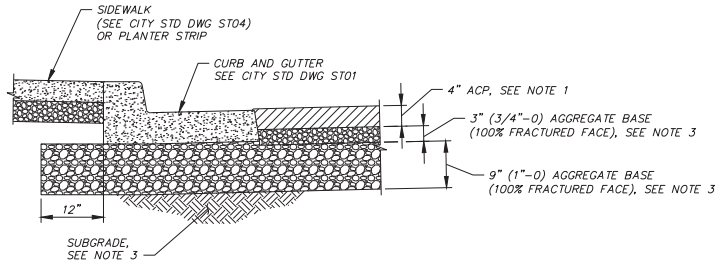
OPTION 2

(OUTSIDE CENTRAL BUSINESS DISTRICT)

NTS

NOTES

1. ASPHALT CONCRETE PAVEMENT SHALL BE CONSTRUCTED IN 2 EQUAL 2" LIFTS.
2. SLOPES SHALL NOT EXCEED 3:1 UNLESS APPROVED BY THE CITY.
3. COMPACT AGGREGATE BASE (100% FRACTURED FACE) AND SUBGRADE TO 95% MAXIMUM DRY DENSITY PER ASTM D1557.
4. THE DISTANCE BETWEEN TOP BACK OF CURBS IS A CRITICAL DIMENSION. CURBS POURED IN AN INCORRECT LOCATION SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR.
5. TREES ARE PROHIBITED IN THE PLANTING STRIP.
6. DESIGN STREET CROSS SLOPE SHALL BE 2.5% CONSTRUCTED STREET CROSS SLOPE SHALL BE MINIMUM 2% AND MAXIMUM 3%. WHERE NEWLY INSTALLED CURB AND GUTTER ELEVATIONS DEVIATE FROM THE APPROVED PLANS, THE FINISH GRADE OF CENTERLINE SHALL BE BASED ON THE ACTUAL EDGE OF GUTTER ELEVATIONS TO ENSURE STREET CROSS SLOPE REQUIREMENTS ARE MET.



PAVEMENT SECTION

NTS

CITY OF
HERMISTON, OREGON
STANDARD DRAWINGS

URBAN MAJOR ARTERIAL

FIGURE
ST07

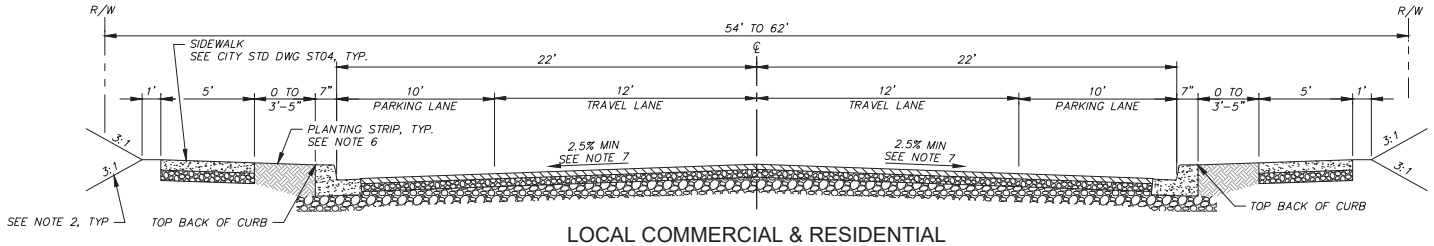
Markup for modifications to Urban Major Arterial outside CBD

1. Plant strip, 6 feet minimum.
2. Sidewalk or multi-use path.
3. Plant strip, 3 feet minimum.
4. Masonry wall



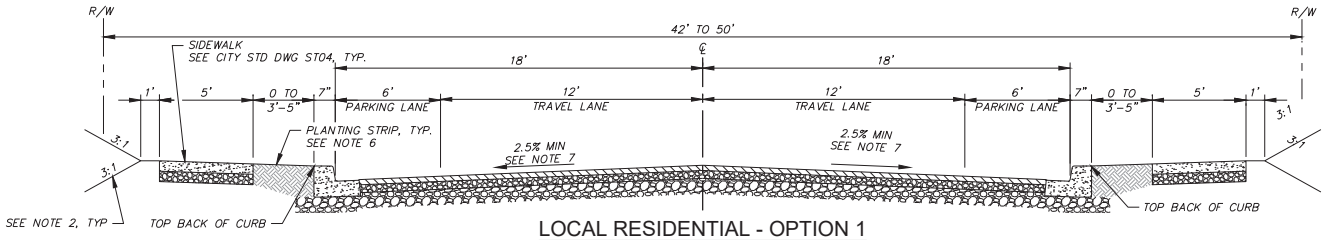
example

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LOCAL COMMERCIAL & RESIDENTIAL

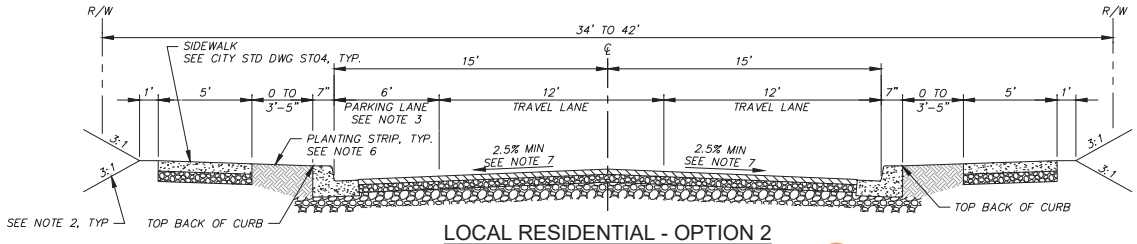
NTS



LOCAL RESIDENTIAL - OPTION 1

(PARKING BOTH SIDES)

NTS



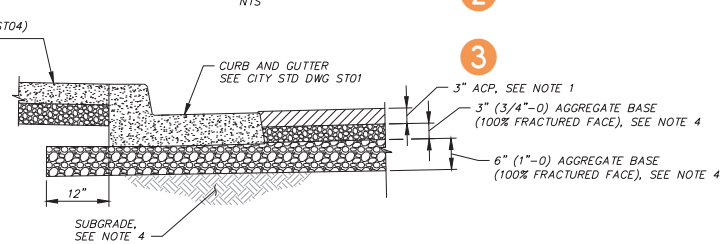
LOCAL RESIDENTIAL - OPTION 2

(PARKING ONE SIDE)

NTS

2

3



PAVEMENT SECTION

NTS

NOTES

1. ASPHALT CONCRETE PAVEMENT SHALL BE CONSTRUCTED IN 2 EQUAL 2" LIFTS.
2. SLOPES SHALL NOT EXCEED 3:1 UNLESS APPROVED BY THE CITY.
3. PARKING LANE MAY BE LOCATED ON EITHER SIDE OF STREET.
4. COMPACT AGGREGATE BASE (100% FRACTURED FACE) AND SUBGRADE TO 95% MAXIMUM DRY DENSITY PER ASTM D1557.
5. THE DISTANCE BETWEEN TOP BACK OF CURBS IS A CRITICAL DIMENSION. CURBS POURED IN AN INCORRECT LOCATION SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR.
6. ~~TREES ARE PROHIBITED IN THE PLANTING STRIP.~~ 1
7. DESIGN STREET CROSS SLOPE SHALL BE 2.5%. CONSTRUCTED STREET CROSS SLOPE SHALL BE MINIMUM 2% AND MAXIMUM 3%. WHERE NEWLY INSTALLED CURB AND GUTTER ELEVATIONS DEVIATE FROM THE APPROVED PLANS, THE FINISH GRADE OF CENTERLINE SHALL BE BASED ON THE ACTUAL EDGE OF GUTTER ELEVATIONS TO ENSURE STREET CROSS SLOPE REQUIREMENTS ARE MET.

CITY OF
HERMISTON, OREGON
STANDARD DRAWINGS

URBAN LOCAL STREET

FIGURE
ST11

x:\Clients\hermiston or_citystandarddrawings\HermStdDwg_ST11_Locl_Cross_Sec_Curb.dwg, ST11, 1/29/2024 2:52 PM, lwilhite

Markup for additional local street options

1. Delete text.
2. If and when adopted, add Local Residential Option - Narrow Local Street
3. If and when adopted, add Local Residential Option - Narrow Local Street with Swale

urbsworks

Date 07 July 2026

Subject Hermiston TSP

From Marcy McInelly, Shelley Denison, Urbsworks, Inc.

ATTACHMENT C

Title XV, Chapter 154: Subdivisions – Section154.18

Recommended amendments

"In residential zones, block lengths shall not exceed ~~600 feet~~ **350 feet** in length between intersecting through streets, except where topography or existing development creates conditions requiring longer blocks."

"Where block lengths exceed ~~600 feet~~ **350 feet**, the Planning Commission may require a six- to ten-foot-wide paved bicycle/pedestrian access way through the block to enhance bicycle and pedestrian circulation by providing short, direct connections between destinations."

Issues:

- 600 feet is an excessively high block length, which hinders walkability and mobility.
- Conditions which would require or warrant a mid-block access way are not clear and objective.

Recommendations:

- Implement a base maximum block length of **350 feet** with a maximum perimeter of 1,100 feet
- Require that blocks in excess of **350 feet** in length include mid-block paved pedestrian paths.

Urbsworks, Inc | Portland Oregon 97239 USA | 503 827 4155 | www.urbsworks.com

urbsworks

Code Matrix

Code Documents Reviewed

Title XV, Chapter 154: Subdivisions

- 154.15 – Relation to Adjoining Street System
- 154.16 – Street and Alley Width
- 154.18 – Blocks
- 154.22 – Access Management
- 154.65 – Sidewalks

Title XV, Chapter 154: Subdivisions

- 154.15 – Relation to Adjoining Street System
- 154.16 – Street and Alley Width
- 154.18 – Blocks
- 154.22 – Access Management
- 154.65 – Sidewalks

Title XV, Chapter 157: Zoning

- 157.002 – Definitions
- 157.142 – Vision Clearance
- 157.150 - Transportation Improvements, Standards, and Procedures

Public Works Standards

- 5-1.1(B) – Right-of-Way and Pavement Width
- 5-1.1(D) – Traffic Analysis
- 5-1.1(H) – Design Speed
- 5-1.1(I) – Horizontal Curves
- 5-1.1(J) – Vertical Curves
- 5-1.1(K) – Grades
- 5-1.1(M) – Concrete Curb
- 5-1.1(O) – Sidewalks
- 5-1.1(Q) – Driveways
- 5-1.1(T) – Street System Description and Function
- 5-1.1(U) – Dead-End Streets
- 5-1.1(V) – Alleyways and Private Residential Streets / Access Ways

Public Works Standard Drawings

- ST01 – Curb and Gutter
- ST11 – Urban Local Street
- ST12 – Urban Local Street with Swale
- ST15 – Alley

Subdivision Ordinance

Reference	*Description*	*Recommendations*
154.15 (F)	"If the subdivision abuts a present or proposed major arterial street, marginal interceptor streets running parallel to the arterial street may be required."	Issues: · Ideally, there would be no residential subdivisions immediately abutting an arterial street. · "Marginal interceptor streets" are not defined in the code, nor are they associated with any development standards. Recommendations: · Provide guidance and new standards (see Attachment A for draft sample language).
154.15 (G)	Explains that cul-de-sacs can only be permitted if a street connection is precluded by physical, topographic, or legal conditions. Requires multi-use paths connecting cul-de-sac streets to other streets or neighborhood centers "if feasible." Requires that cul-de-sac streets be "as short as possible and should not exceed a length of 400 feet" and that they should terminate in a turn-around.	Issues: · Cul-de-sacs can significantly hinder mobility and connectivity within a transportation system. · Requiring a multi-use path connection only "if feasible" creates too much applicant discretion to determine feasibility and is also not defensible as clear and objective. · Compared to best practices, 400 feet is an excessive length for cul-de-sac streets. · No existing standards for driveway spacing on cul-de-sac bulbs. Recommendations: · Move these standards to the new local street section.

Reference	*Description*	*Recommendations*
		· Specify conditions and design standards for a required multi-use connecting path. · Implement a base maximum length of 200 feet for cul-de-sac streets with an option for 350 feet if a mid-block pedestrian connection is included. · Connect design review of proposed cul-de-sac longer than 200 feet or 350 feet with a mid-block pedestrian connection to a discretionary review procedure. · Specify driveway spacing standards on cul-de-sac bulbs.
154.16 (B)	Specifies that alleys in residential blocks must be at least 20 feet wide.	Issues: · 20 feet is an excessive width for residential alleys, and wide alleys encourage driving at unsafe speeds. · Does not specify when a residential alley would be required. Recommendations: · Move these standards to the new local street section. · Decrease minimum width to 14 feet with 3-foot buffers both sides (see Attachment A for proposed cross section). · Require that all residential lots that abut a public alley developed to City standards be accessed by the alley.

Reference	*Description*	*Recommendations*
154.18	"In residential zones, block lengths shall not exceed 600 feet in length between intersecting through streets, except where topography or existing development creates conditions requiring longer blocks." "Where block lengths exceed 600 feet, the Planning Commission may require a six- to ten-foot-wide paved bicycle/pedestrian access way through the block to enhance bicycle and pedestrian circulation by providing short, direct connections between destinations."	Issues: · 600 feet is an excessively high block length, which hinders walkability and mobility. · Conditions which would require or warrant a mid-block access way are not clear and objective. Recommendations: · Implement a base maximum block length of 300 feet with a maximum perimeter of 1,100 feet · Require that blocks in excess of 400 feet in length include mid-block paved pedestrian paths.
154.22	"Access spacing policies set forth in the City Transportation System Plan and the Oregon Highway Plan will apply to any proposals for new access or change of existing access."	· Review and possibly amend spacing standards on collectors and arterials where they abut residential zones. · Review and possibly amend on-street parking limitations on collectors and arterials that abut residential zones
154.65	"All development for which land use applications are required must include sidewalks adjacent to public streets. This requirement also applies to new single-family and	Issues: · Tying sidewalk improvements to vehicle trips per day ignores pedestrian demand. This is

Reference	*Description*	*Recommendations*
	two-family homes if there is an existing sidewalk within 500 feet on the same side of the street." "If an interim street standard is being constructed which does not include bike lanes or sidewalks, a paved shoulder at least six feet wide shall be provided as an interim walkway." "The provisions of sidewalks may be waived where the street serves fewer than 50 trips per day (based on ITE standards) and cannot be continued or extended to other properties."	especially true given the likelihood of significant future residential development in the City. · Waiving sidewalk improvement requirements based on a 500 foot trigger distance makes future improvements more difficult. **Recommendations:** · Clarify that this section does not apply to residential local streets and provide a cross reference to 154.XX Hermiston Residential Neighborhoods Local Streets.

Zoning Ordinance

Reference	*Description*	*Recommendations*
157.002	Provides definitions for key transportation and parking terms used throughout the code. · ALLEY. A narrow street through a block primarily for vehicular service access to the back or side of properties otherwise abutting on another street. · STREET. A vehicular way which is: · An existing state, county, or municipal roadway; · Shown upon a plat approved pursuant to the law; · Approved by other official action; or	**Recommendations:** · Coordinate definitions with terms used throughout the TSP, Subdivision, Zoning, and Public Works Standards.

Reference	Description	Recommendations
	· Shown on a plat duly filed and recorded in the office of the County Recording Officer. The street shall include all land between the right-of-way line, whether or not improved or unimproved. · STREET, CUL-DE-SAC. A street with a single common ingress and egress and with a turnaround at the end. · STREET, LOCAL. A street designed to provide vehicular access to abutting property and to discourage through traffic. · VISION CLEARANCE AREA. A triangular area on a lot at the intersection of two streets or a street and an alley, driveway, other point of vehicular access or railroad, two sides of which are lot lines measured from the corner intersection of the lot lines to a distance specified in these regulations. The third side of the triangle is a line across the corner of the lot adjoining the ends of the other two sides. Where the lot lines at intersections have rounded corners, the lot lines will be extended in a straight line to a point of intersection. The vision clearance area contains no plantings, walls, structures, or temporary or permanent obstructions exceeding two and one-half feet in height measured from the grade of the street center line.	

Reference	*Description*	*Recommendations*
157.142	Requires minimum vision clearance distances depending on zone and intersection type: · Residential zones: 30 feet at street intersections, 10 feet at alley or driveway intersections · All other zones (except C-1): generally 15 feet, 25 feet for street intersections at less than a 30 degree angle	Issues: · Vision clearance standards are inappropriate for residential neighborhoods served by low volume, slow-speed vehicular traffic. · These distances do not seem to be based on design speed, street classification, or actual sight triangle standards. · A 30 foot vision clearance creates expansive exposure, which can actually encourage unsafe driving speeds. Recommendations: · Address vision clearance in residential neighborhoods within new local streets section. · Propose to implement standards based on type of intersection: · Local-Alley/Driveway: 10 feet · Local-Local: 20 feet · Local-Collector: 30 feet · Daylighting standards/curb extensions: Prohibit parking within 20 feet and street trees within 5 feet of intersections on local streets.
157.150 (E)	Requires a TIA if the development changes the functional classification of an existing or planned road, changes the standards implementing a functional classification system,	Recommendations: · The TIA is currently located in Public Works Standards. To avoid confusing duplication,

Reference	*Description*	*Recommendations*
	would result in levels of traffic not intended by the functional classification of the road, or would reduce the LOS below the minimum accepted level identified by the TSP.	delete this language and provide a simple cross reference to Public Works Standards.

Public Works Standards

Reference	*Description*	*Recommendations*
5-1.1(B)	"Right-of-way (ROW) and pavement widths for each street classification shall be as shown on the City Standard Drawings."	Issues: · There is currently too little flexibility for street design. For example, there is no option for decreasing travel lane width from 12 feet. · Trees not allowed in planter strips. Recommendations: · Create new allowed local street types and include these in the new local street standards section. · Reduce travel lanes width. · Introduce a queuing street option. · Introduce constrained right-of-way reduction allowance procedure. · Allow street trees in planter strips. See Attachment A for proposed cross sections.
5-1.1(D)	A TIA may be required if a development will generate 1,000 weekday trips or if conditions warrant one. Specifies the required contents, analysis methods, and professional qualifications for Traffic Impact Analyses. Emphasizes mitigation, access management, and multimodal considerations.	Issues: · Review the current threshold of 1,000 weekday trips against current "best practices" and thresholds used by other similar cities. · "May be required" is not clear and objective. · Verify that the compliant with HB 2138 (TIAs shall not be required for residential developments of 12 units). See Attachment B for discussion of issues.

Reference	*Description*	*Recommendations*
5-1.1(O)	Requires sidewalks for most development and establishes a minimum width of 5 feet, ADA compliance, and retrofit requirements.	Recommendations: · No change to this section. · Cross reference from within new local street section.
5-1.1(Q)	Limits driveway placement to protect street capacity and safety. Encourages shared access and access management techniques. Requires a minimum distance of 50 feet from approach to radius curb on local streets. Prohibits approach grades in excess of 12% from curb line to property line.	Recommendations: · No change to this section. · Cross reference from within new local street section.
5-1.1(U)	Limits dead-end streets and requires turnarounds and emergency access provisions. Requires cul-de-sacs at the end of permanent dead-end streets longer than 150 feet and prohibits dead-end streets longer than 400 feet.	Recommendations: · Address in new local street section. · Coordinate with cul-de-sac recommendations for SO 154.15 (G). · Cross reference from within new local street section.
5-1.1(V)	Establishes when alleys and private access ways are allowed and sets design, maintenance, and length standards. Alleyway ROW required to be 20 feet with a 20-foot surfacing width.	Recommendations: · Address in new local street section. · Cross reference from within new local street section.

154.XX
RESIDENTIAL STREET CONNECTIVITY, BLOCKS, AND ACCESSWAY STANDARDS

Section A – Residential street connectivity, blocks, and accessway standards

Section B – Narrow streets with limitations and modifications

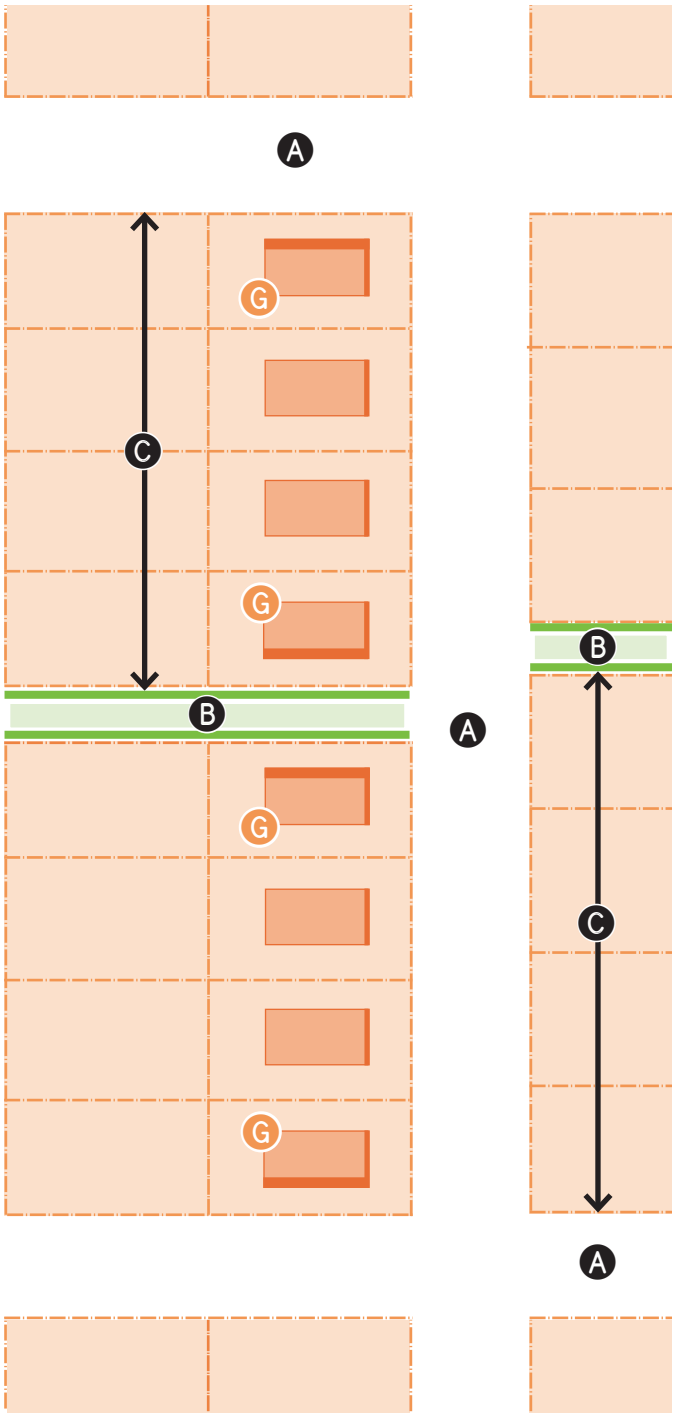
Section C - Residential lots abutting a major street

Section A – **Residential street connectivity, blocks, and accessway standards**

When a residential blocks exceeds 600 feet in length, the following standards must be met (see Figure 154.XX – 01):

1. One through-block accessway must be provided.
2. The distance between the through-block accessway and the furthest local street must not exceed 350 feet.
3. The through-block accessway must comply with cross section 2.2 – Mid-Block Accessway or 3.2 – Mid-Block Accessway with Swale, (see Figures 154. XX – 02 and 04).

Figure 154.XX – 01 - Residential Street Connectivity, Blocks, and Accessways

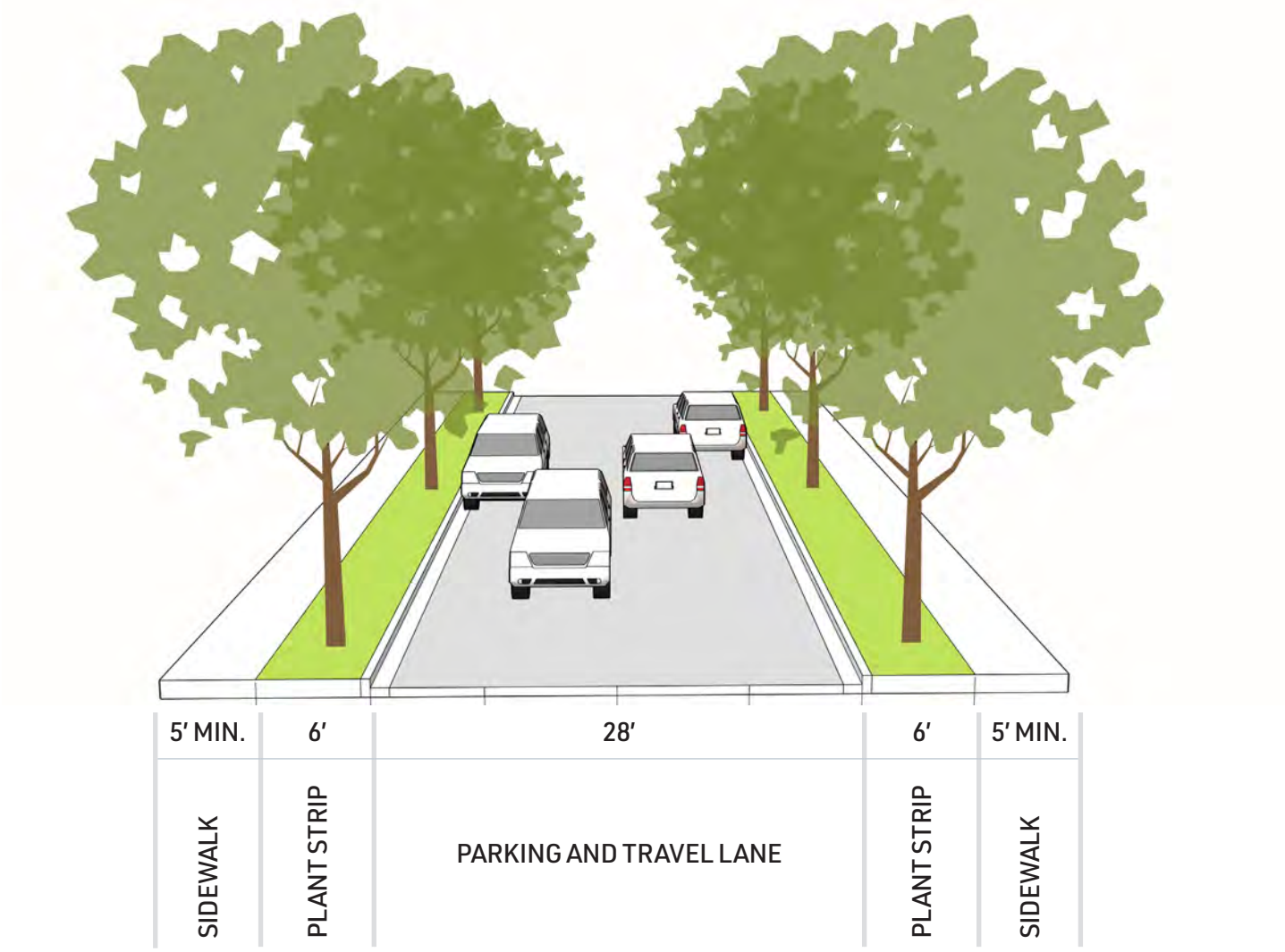


A	Local Street
B	Cross Section 2 or 4
C	Maximum dimension between mid-block accessway and furthest local street
G	Residential lot and structure, typical

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Section B – **Narrow streets with limitations and modifications**

Figure 154.XX – 02 | Narrow Street



CROSS SECTION NUMBER AND NAME		GENERAL CONDITIONS OR LIMITATIONS
2.1	NARROW LOCAL STREET	a) Permitted to serve a maximum of 10 residential lots b) Sidewalks required both sides
2.2	MID-BLOCK ACCESSWAY	a) Sidewalk and plant strip required one side only b) Parking optional

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Figure 154.XX – 03 | Narrow Street with Swale



5′ MIN.	6′	6′	14′	6′	6′	5′ MIN.
SIDEWALK	PLANT STRIP	PARKING OR INFIL-TRATION SWALE	TRAVEL LANE	PARKING OR INFIL-TRATION SWALE	PLANT STRIP	SIDEWALK

CROSS SECTION NUMBER AND NAME		GENERAL CONDITIONS OR LIMITATIONS
3.1	NARROW LOCAL STREET WITH SWALE	a) Permitted to serve a maximum of 10 residential lots b) Sidewalks required both sides c) Tree planting must not interfere with swale drainage
3.2	MID-BLOCK ACCESSWAY WITH SWALE	a) Sidewalk and plant strip required one side only b) Parking optional d) Tree planting must not interfere with swale drainage

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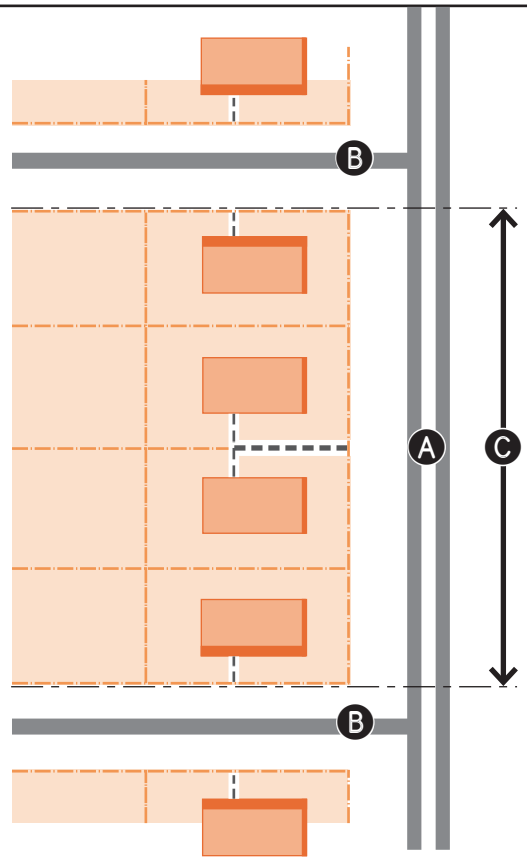
Section C – **Residential lots abutting a major street – Siting and design standards**

Where residential development abuts a major street (arterial or collector street), the following standards must be met:

1. Sidewalks on the major street must include a plant strip and street trees.
2. Plant strips and street trees must be maintained by a homeowners association or other legal entity. A copy of any applicable covenants, restrictions and conditions must be recorded and provided to the city prior to issuance of a building permit.
3. Where streets intersect with the major street (arterial or collector), the maximum dimensions between intersections is 300 feet. (see Figure 154.XX.04).
4. Residential lots abutting the major street must meet the following standards (see Figure 154.XX.05).
   a) Share driveways. A maximum of one driveway approach is permitted for every two lots.
   b) Orient the front or side yard to the major street. No rear yards may face the major street.
5. Residential lots with access on the side street shall take access from the side street.

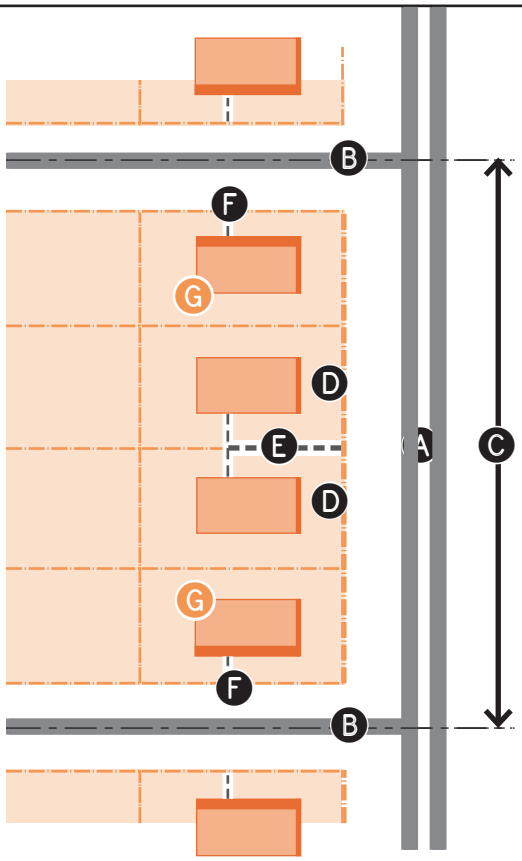
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Figure 154.XX – 04



A	Collector or Arterial Street
B	Collector or Local Street
C	Maximum dimension between intersections

Figure 154.XX – 05



D	Lots with access from major street
E	Driveway serving two residential lots
F	Lots with access from side street
G	Residential lot and structure, typical

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APPENDIX D – PROJECT VISION AND GUIDING PRINCIPLES

DRAFT TECHNICAL MEMORANDUM

September 4, 2026 Project #: 27003.60

To: Project Management Team

From: Justin Delgado, Corrie Parish, Nick Foster, and Matt Hughart

RE: Technical Memorandum #3 – Project Vision and Guiding Principles

INTRODUCTION

This memorandum presents a vision statement, guiding principles, and project evaluation criteria to develop and evaluate potential transportation improvements generated as part of the City of Hermiston Transportation System Plan (TSP) update.

PROJECT BACKGROUND

The City of Hermiston (Hermiston) completed and adopted a Transportation System Plan (TSP) in 1997. The Transportation System Plan is an element of the Hermiston Comprehensive Plan (incorporated by reference to the Comprehensive Plan). The TSP provides guidance for the planning, management, funding, and implementation of transportation facilities, policies, and programs within the Hermiston Urban Growth Boundary (UGB).

Since the adoption of the 1997 TSP, Hermiston has seen steady population growth, new residential and commercial development (in the form of infill development on undeveloped parcels), and continues to see the adjacent areas grow as major data centers and other development enter the region. In addition to the TSP, there have been other planning efforts completed within this time frame that have helped shape and influence growth, development, and the transportation system including:

- Hermiston Comprehensive Plan (1997)
- Umatilla County Transportation System Plan (2002)
- Umatilla County Coordinated Humans Services Transportation Plan Update (2020)
- Hermiston Parks, Recreation, and Open Space Master Plan (2020)
- Housing Capacity Analysis (2021)
- Hermiston-Boardman Connector/Boardman – Port of Morrow Circular (2021)
- ODOT Transportation Safety Action Plan (2021)
- Umatilla River Trail Concept Plan (2021)

- Community Vision + Action Plan (2022)
- Oregon Intersection Safety Implementation Plan Update (2023)
- Economic Opportunities Analysis (2024)
- Hermiston Safety Action Plan (2024)
- Capital Improvements Plan Update (2025)

Accounting for the visions and guiding principles that drove these past planning efforts and taking into consideration the current and forward-focused needs of the city, a project vision statement and list of guiding principles have been prepared to help formulate the basis for advancing Hermiston's transportation system over the next 20 years.

VISION STATEMENT AND GUIDING PRINCIPLES

A vision statement and guiding principles are defined as follows:

- **Vision** is a broad statement that reflects the City's desires for the entire transportation system. The vision is purposefully grand and may not be fully attained within the 20-year planning horizon. The vision is supported by the guiding principles.
- **Guiding principles** are specific objectives that provide a framework for the community to assess a project's relationship to achieving the overall TSP vision.

The vision and guiding principles of a modern TSP should reflect the anticipated needs of the multimodal transportation system based on existing and upcoming land uses for the next 20 years. They also define a framework for providing safe, reliable, interconnected, and efficient transportation services for all system users. The vision and guiding principles should also be in alignment with partnering agencies' goals and objectives, such as those of Umatilla County and the Oregon Department of Transportation (ODOT).

The following proposed vision and guiding principles have been developed to guide the development of the Hermiston TSP update. These build upon the various goals and objectives developed in the existing TSP and other transportation-related planning documents previously outlined. Modifications to previous guiding statements are proposed to ensure that the updated TSP is forward-focused, reflects the community's needs and desires, and supports the development of a transportation system for all users in Hermiston.

Vision Statement

The following vision was developed for the TSP to guide its development, reflect community priorities, anchor project selection and prioritization, and defines the transportation direction the City of Hermiston intends to move towards:

Hermiston will strive towards a safe, efficient, and reliable transportation network that meets the needs of, enhances the quality of life of, and supports the mobility of all transportation users.

Guiding Principles

The TSP's guiding principles are broken out into six categories that serve as focused areas though which projects can be evaluated.

1. Safety
    a. Improve the safety of the transportation network for all users.
    b. Prioritize sidewalk and bikeway improvements that provide safe access to/from schools, parks, activity centers, transit centers/stops, and Downtown Hermiston
    c. Coordinate with local and regional agency partners to develop street design standards that balance the needs of all users, including freight, emergency vehicles, and people walking, biking, and using mobility devices.
    d. Monitor the system and address locations with a history of serious injury crashes and fatalities on the roadway network.
2. Mobility
    a. Balance regional mobility needs with local connectivity and safety needs.
    b. Provide for the efficient movement of goods between key local and regional freight and agricultural destinations.
3. Connectivity
    a. Enhance network connectivity for all transportation users, with an emphasis on schools, employment centers, and other key destinations.
    b. Plan for a well-connected roadway network that efficiently disperses traffic and connects to key destinations.
    c. Prioritize infilling gaps within the existing pedestrian and bicycle network.
    d. Improve existing transportation facilities to meet Americans with Disabilities Act (ADA) standards.
4. Community
    a. Prioritize investment in areas of greatest need.
    b. Continue to engage the public throughout the project development and implementation process.
5. Environment
    a. Develop a resilient multimodal transportation system that provides travel options during natural disasters or emergencies.

   b. Prioritize transportation improvements that minimize impacts to natural resources such as trees, streams, wetlands, wildlife corridors, and endangered species.
6. Fiscal strategy
   a. Leverage available regional, state, and federal resources.
   b. Prioritize maintenance and efficiency of the existing transportation system before adding capacity or new facilities to the transportation network.
   c. Take advantage of opportunities to pilot new or emerging treatments and technologies.

EVALUATION CRITERIA

The evaluation criteria will be used throughout the TSP update process for two key purposes:

1. Evaluating the existing and future transportation system to identify needs (gaps and deficiencies) along with potential mitigation treatments; and
2. Comparing and selecting preferred transportation improvements to be included in the City of Hermiston TSP Update.

Table 1 outlines a broad set of evaluation criteria that are developed based on the Hermiston TSP vision and guiding principles proposed above and the new prioritization factors included in Oregon's Transportation Planning Rule (TPR). Each criterion will be used to assess how well potential transportation projects could support the overall vision and guiding principles.

Table 1 Evaluation Criteria

Proposed Project	Evaluation Criteria	Scoring Key	
Proposed Project	Feasibility of Implementation	+1	The project has few physical, legal, or other obstacles to implementation.
		0	The project has some physical, legal, or other obstacles to implementation.
		-1	The project has significant physical, legal, or other obstacles to implementation.
	Right-of-way Constraints	+2	The project is expected to have little to no right of way constraints.
		+1	The project is expected to have moderate right of way constraints.
		0	The project is expected to have significant right of way constraints.
	Built Environment Constraints	+1	The project is expected to have no or little built environment impacts.
		0	The project is expected to have moderate built environment impacts.
		-1	The project is expected to have significant built environment impacts.

Proposed Project	Evaluation Criteria	Scoring Key	
	Environmental/ Cultural Impacts and Mitigation	+1	The project is expected to have no or little environmental impacts.
		0	The project is expected to have moderate environmental impacts that can be readily mitigated.
		-1	The project is expected to have significant environmental impacts that would require extensive mitigation.
	Conceptual Cost Estimate	+1	Cost estimate is significantly lower than other projects.
		0	Cost estimate is similar to other projects.
		-1	Cost estimate is significantly higher than other projects.
	Community Priorities Alignment	+2	The project is expected to significantly align with community feedback and would be well supported by the community
		+1	The project is expected to have some aspects align with community feedback and be moderately supported by the community
		0	The project is expected to have little to no alignment with community feedback.
	Vehicular Safety	+2	The project is expected to have a positive safety impact and is at a location with a history of serious injury crashes and/or fatalities.
		+1	The project is expected to have a positive safety impact, but is not at a location with a history of serious injury crashes and/or fatalities
		0	The project is expected to have no impact or measurable safety benefit.
	Non-motorized Safety	+2	The project is expected to have a positive multimodal safety impact and is at a location with a crash history.
		+1	The project is expected to have a positive multimodal safety impact but is not at a location with a crash history.
		0	The project is expected to have no multimodal safety impact.
	Mobility	+2	The project is expected to improve mobility for all roadway users.

Proposed Project	Evaluation Criteria	Scoring Key	
		+1	The project is expected to improve mobility for some roadway users.
		0	The project is not expected to improve mobility.
	Accessibility and Connectivity	+2	The project will improve connections to/from multiple key destinations, or serve destinations with limited or no multimodal infrastructure.
		+1	The project will improve connections to/from key destinations.
		0	The project does not improve connections to/from key destinations or serve destinations with limited or no multimodal infrastructure
	Fiscal Strategy	+1	Project is expected to complement the existing transportation network or maintenance costs.
		0	Project has no positive or negative impact on system preservation or maintenance costs
		-1	Project can be expected to negatively impact the existing transportation network or lead to increased maintenance costs

APPENDIX E – CONTEXT AND SITE ANALYSIS MEMORANDUM

HERMISTON TSP UPDATE

TECHNICAL MEMORANDUM #2

March 17, 2026 Project #: 27003.60

To: Project Management Team

From: Justin Delgado, Nick Foster AICP RSP$_1$, Matt Hugart AICP, Silas Jarrett, Corrie Parrish LEED ND, Casey Werner

RE: Context & Site Analysis Memorandum

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INTRODUCTION

The existing conditions inventory and analysis assesses Hermiston's current transportation network within its Urban Growth Boundary (UGB), which is shown in Figure 1. This memorandum presents the findings from that assessment and provides a baseline understanding of what the 20-year transportation needs and deficiencies could be. This memorandum is organized into three overarching sections:

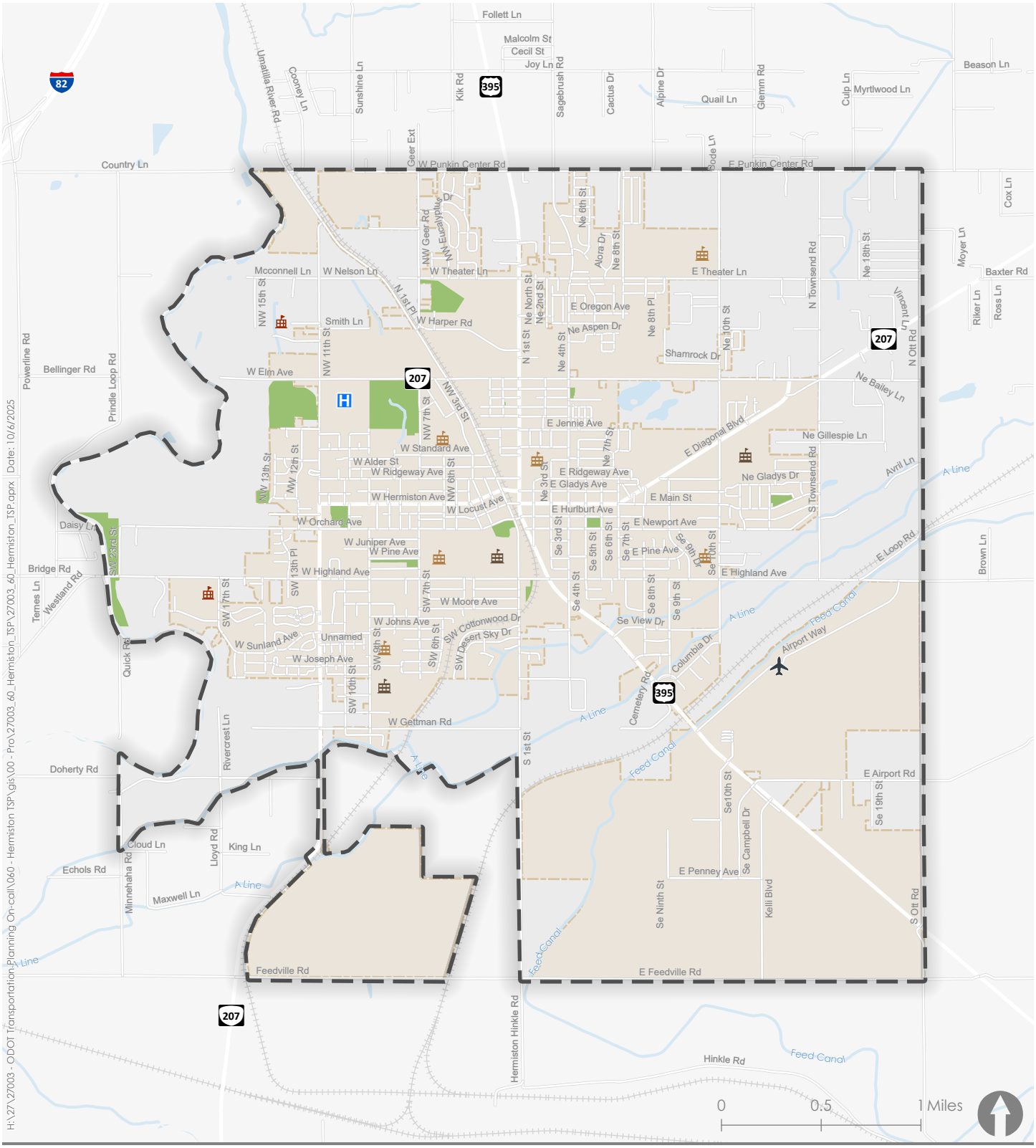
1. **Existing Transportation System Inventory**: An inventory of the existing transportation system, including the land uses and populations it serves, and its multimodal characteristics.
2. **Existing System Conditions Analysis**: A summary of how the current transportation system performs in terms of traffic operations, crash history, and multimodal conditions.
3. **Future System Conditions Analysis**: A summary of how the current transportation system is projected to perform through the year 2045. This analysis is based on expected growth and assuming no major transportation infrastructure changes will occur outside of what is already planned and funded.

This existing conditions inventory and analysis of Hermiston's transportation network assumes that continued economic growth will be consistent with its Comprehensive land use designations.

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.

Study Area

Hermiston is in northeastern Oregon and is the largest city in Eastern Oregon, with a population of 19,354 in the 2020 Decennial Census. The City is seeing a steady increase in development with recent industrial, residential, and government projects. The study area covers the urban and rural portions of the city within its UGB. Two State highways pass through the city (OR 207, US 395), each playing a significant role in the local and regional transportation system.



- Hospital
- Airport
- Secondary School
- Primary School
- Private School
- Park
- Urban Growth Boundary (Study Area)
- Hermiston City Limits

Figure 1

Study Area

EXISTING TRANSPORTATION SYSTEM INVENTORY

The existing transportation system inventory evaluates current land uses and population estimates within the study area to understand the types of lands, natural resources, and environmental barriers that the transportation system interacts with as well as the demographic cross section of community members relying on it. The inventory also assesses the current characteristics of the multimodal transportation system, with an emphasis on the arterial and collector roadway network, to understand how it is serving its users today.

Topics covered in this inventory include:

- Land use and demographics;
- Roadway characteristics;
- Functional classification;
- Bridges and culverts;
- Bicycle and pedestrian network;
- Public transit;
- Freight, rail, water, aviation, and pipeline transportation;
- Safety;
- Intersection and roadway segment operations;

Land Use and Population

Land use is a key factor in developing a functional transportation system; the amount of land planned for development, the types of land uses, and how they relate to each other have a direct relationship to the anticipated demands for the transportation system. This section identifies the zoning designations that help define land use within the study area; it also provides information on undevelopable lands within the study area.

LAND USE

The City of Hermiston's UGB is bordered by agricultural lands to the north, east and west, and an expanding light industrial area to the south. The city is bordered by the Umatilla River to the west that feeds into the Columbia River to the north. Development is occurring throughout the city, with most residential growth concentrated in the northern and eastern portions of the city, and most industrial growth concentrated in the south just north of the Feedville Road corridor.

Zoning

The zoning designations for the study area reflect existing development patterns and guide where and how future development may occur. City zoning districts are summarized in Table 1 and illustrated by category in Figure 2.

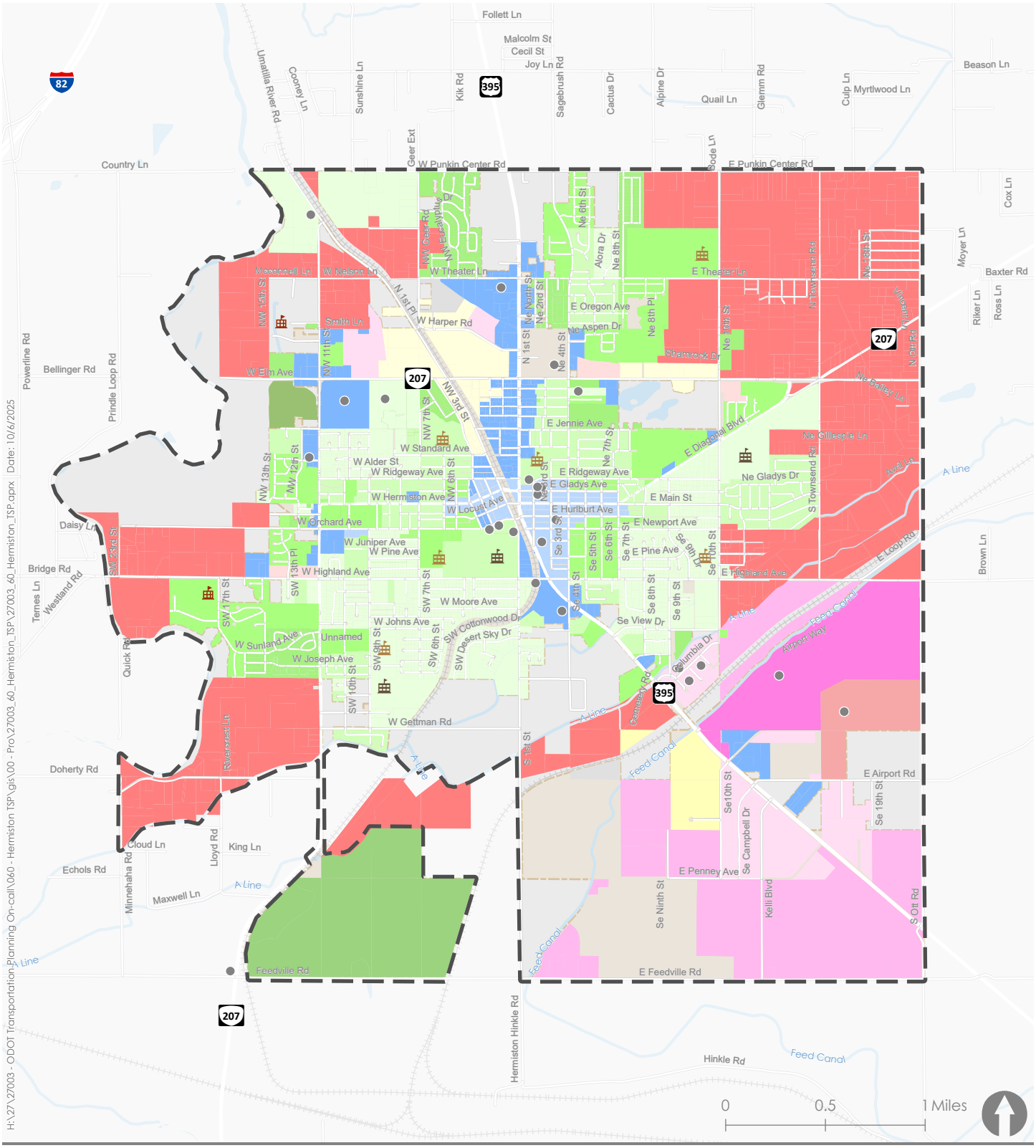
Table 1 City Zoning Designations

Category	City Designations
Residential	• R-1, Single-family Residential • R-2, Duplex Residential • R-3, Multi-family Residential • R-4, Multi-structure Residential • R-R, Recreational Residential
Commercial	• C-1, Central Commercial • C-2, Outlying Commercial
Industrial	• M-1, Light Industrial • M-2, Heavy Industrial • HDC, Hyperscale Data Center Overlay Zone
Commercial and Industrial	• C-2/M-1, Outlying Comm/Light Industrial • C-2/M-2, Outlying Comm/Heavy Industrial • NCO, Neighborhood Commercial Overlay Zone • DCO, Downtown Commercial Overlay Zone
Special	• FO, Fairgrounds Overlay • OS, Open Space • OS/CS, Open Space/Community Service • A, Airport • F-1, Exclusive Farm Use, 19 Ac. • F-2, General Rural, 19 Ac. • FU-10, Future Urban, 10 Ac.

The zoning within the study area includes a mix of commercial, industrial, residential, agricultural, and special purpose districts. Residential developments are spread throughout the UGB, and largely consist of single-family homes, with small sections of multifamily housing. The city aspires to see infill development within its existing core and is currently seeing single-family development occurring across the city with larger subdivisions occurring in the northern and eastern portions of the city.

The Central Commercial district covers most of downtown, with Outlying Commercial districts scattered throughout the UGB. Outlying Commercial districts are concentrated along arterial roadways and State highways. The two significant areas of industrial development are located around the OR 207/US 395 intersection and the area south of the Feed Canal, which includes distribution centers, data centers, and various manufacturing and railroad uses.

Exclusive Farm Use and General Rural lands are located along the Umatilla River and the Feed and A Line canals in the southern and western portions of the UGB. Future Urban districts are concentrated in the eastern and western extents of the UGB. Future Urban Districts are areas where rural land will transition to urban as the city builds out. There are several special districts such as open space in the south, fairgrounds, and airport in the southeast of the UGB.



Zoning

- R-4
- R-2
- R-3
- C-2
- R-1
- M-1
- C-2/M-1
- C-1
- OS
- Airport
- C-2/M-2
- DCO
- Fairgrounds Overlay
- M-2
- NCO
- RR
- FU-10
- Secondary School
- Primary School
- Private School
- Other Key Destinations
- Park
- Urban Growth Boundary (Study Area)
- Hermiston City Limits

Figure 2

Zoning

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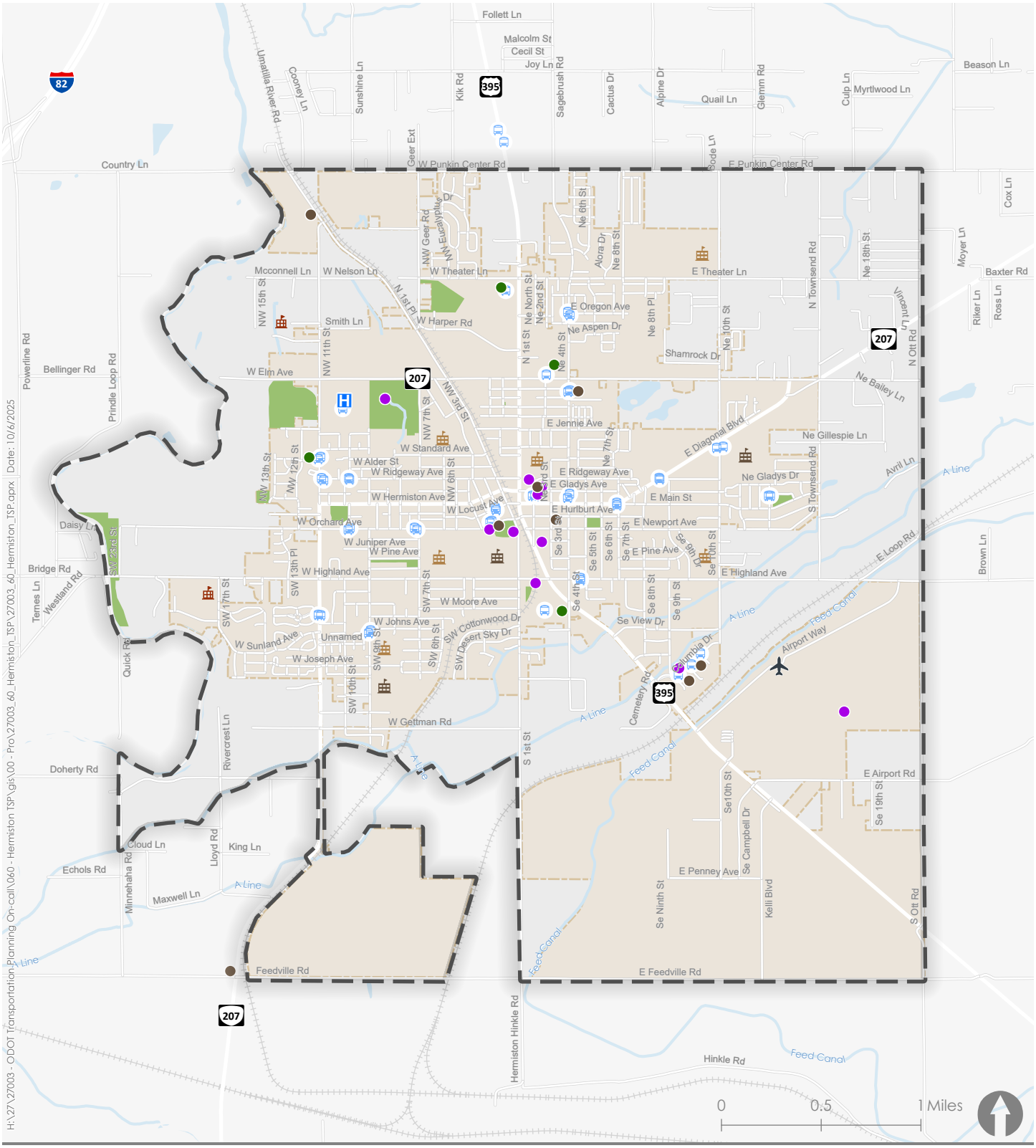
Key Destinations/Local Activity Centers

Key destinations or local activity centers are those that are expected to generate multimodal traffic within the UGB. These locations are shown in Figure 3. Identifying these locations will help prioritize multimodal access projects in the TSP. These destinations may have local or regional significance and improving connections to them will benefit people working in, living in, or visiting the city. Providing access to key destinations for all transportation users is critical to maintain and enhance the quality of life of all transportation users in the city.

Destinations that may generate consistent local or regional multimodal trips include:

1. **Schools**:
    a. These range from colleges to elementary schools, as well as private schools.
2. **Downtown Core**:
    a. City Hall and the concentration of local commercial and retail uses.
3. **Recreational destinations**:
    a. The City of Hermiston Parks Department maintains 21 parks and open spaces.
4. **Community Gathering Places and Civic Centers**:
    a. Hermiston Family Aquatic Center, Eastern Oregon Trade and Event Center, Desert Lanes Family Fun Center, library, Umatilla County Courthouse, and City Hall.
5. **Grocery Stores**:
    a. Large box retailers to local markets.
6. **Transit Stops**
    a. Bus stops are found throughout the city and in particular along Orchard Avenue, NE 4th Street, OR 207 and US 395.

Any area not identified above where city staff have consistently observed sizeable populations of people walking or biking, or where public input identifies a critical destination will also be considered when making recommendations for enhancing multimodal access.



- Hospital
- Airport
- Civic Centers
- Government Buildings
- Grocery Store
- Transit Stops
- Secondary School
- Primary School
- Private School
- Park
- Urban Growth Boundary (Study Area)
- Hermiston City Limits

Figure 3

Key Destinations & Local Activity Centers

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Population Demographics

According to the Portland State University Population Research Center (PRC), the Hermiston UGB had a population of approximately 22,099 people in 2020[1], with 19,354, or 88%,[2] living within Hermiston's city limits. The PRC projects that the Hermiston UGB will continue to grow steadily to 28,685 people by the year 2045.

Hermiston is made up of people of all ages, abilities, and incomes with various transportation needs, however, certain populations are statistically more likely to be "transportation disadvantaged." Constraints can vary and limit their access to modes of transportation, making them particularly vulnerable to transportation disruption and/or safety concerns. These populations generally include people who are living in poverty, those with disabilities, youth (under 18), seniors (65 or older), those who have Limited English Proficiency (LEP), those who are non-white, and households without access to a vehicle.

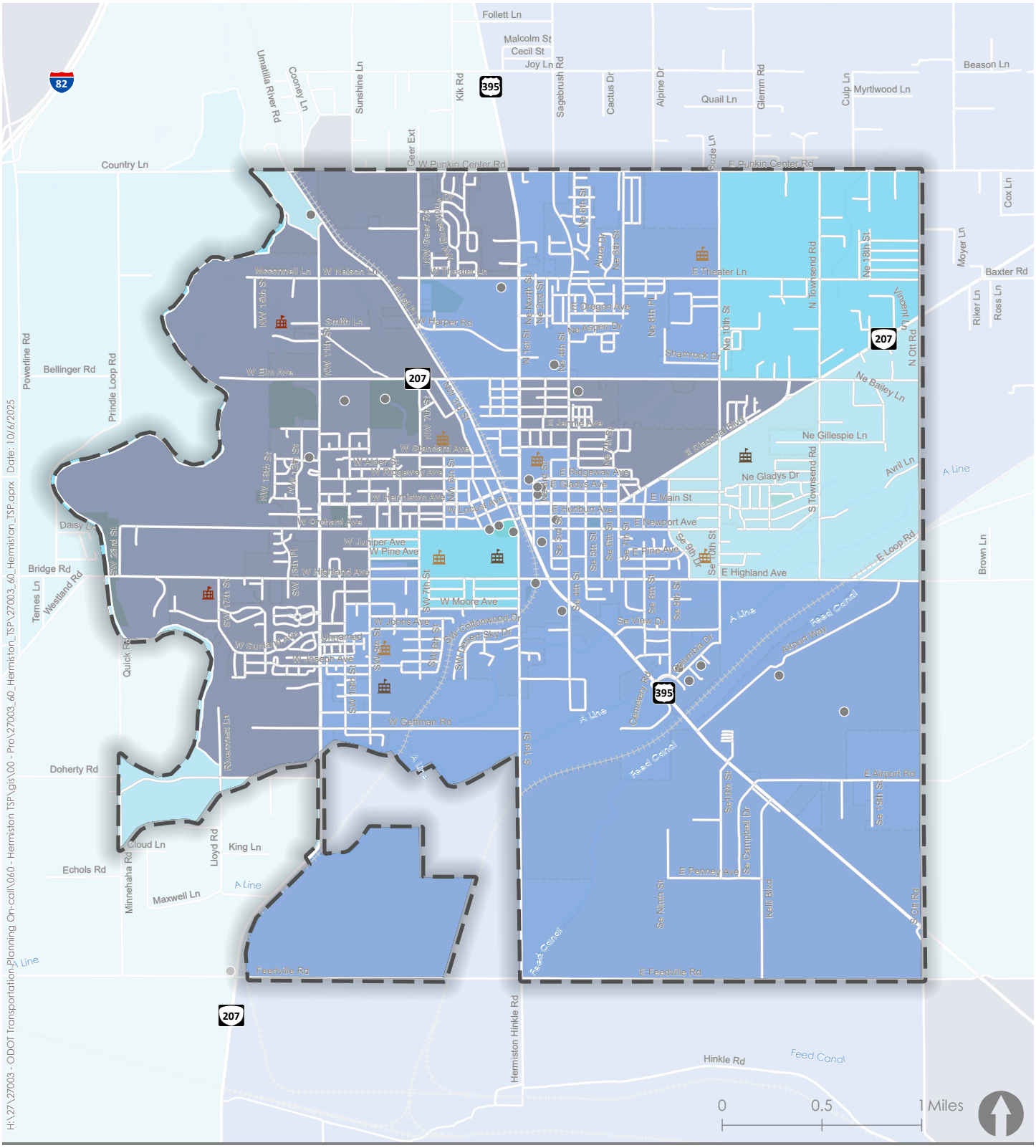
The Oregon Department of Transportation (ODOT) uses a Social Equity Index (SEI) to calculate a score for each Census block group in Oregon, illustrated in Figure 4. The ODOT SEI uses data from the American Community Survey to find where areas of social vulnerability factors overlap. Some of these vulnerability factors include older age, poverty, limited English proficiency, and disabilities. A higher SEI score relates to higher disparity in that block group. The ODOT SEI data shows that high disparity populations are concentrated in specific areas within the UGB, particularly eastern Hermiston between the Umatilla River and 1st Street and a smaller area between US 395, OR 207, and Diagonal Road. The precision of this data is limited due to the large Census Tracts. Future transportation planning should specifically consider how to enhance services for these areas and populations.

It is also known that Hermiston has a significant migrant population. According to the 2023 American Community Survey (ACS) 5-year estimates, the population that speaks Spanish at home is 7,781, and the total population who speak English less than "very well" is 2,917[3]. These are estimates from ACS and the real-world values may vary.

[1] Portland State University. 2025. Population Estimates: Updated and Combined 2024. https://docs.google.com/spreadsheets/d/1bSikR44_Bnx4EtzAtFvviVNDsb8LT2jbiKb3IKBgwn4/edit?gid=1213866013#gid=1213866013

[2] United State Census Bureau (2020). Populations and People. https://data.census.gov/profile/Hermiston_city,_Oregon?g=160XX00US4133700

[3] United States Census Bureau (2023). Language Spoken at Home. https://data.census.gov/table/ACSST5Y2023.S1601?q=Hermiston+city,+Oregon&t=Language+Spoken+at+Home&moe=false



ODOT Social Equity Index (2023)

- High
- Medium/High
- Low/Medium
- Low

- Secondary School
- Primary School
- Private School
- Other Key Destinations

- Park
- Hermiston City Limits
- Urban Growth Boundary (Study Area)

Figure 4

Social Equity Index

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Land-use Assessment

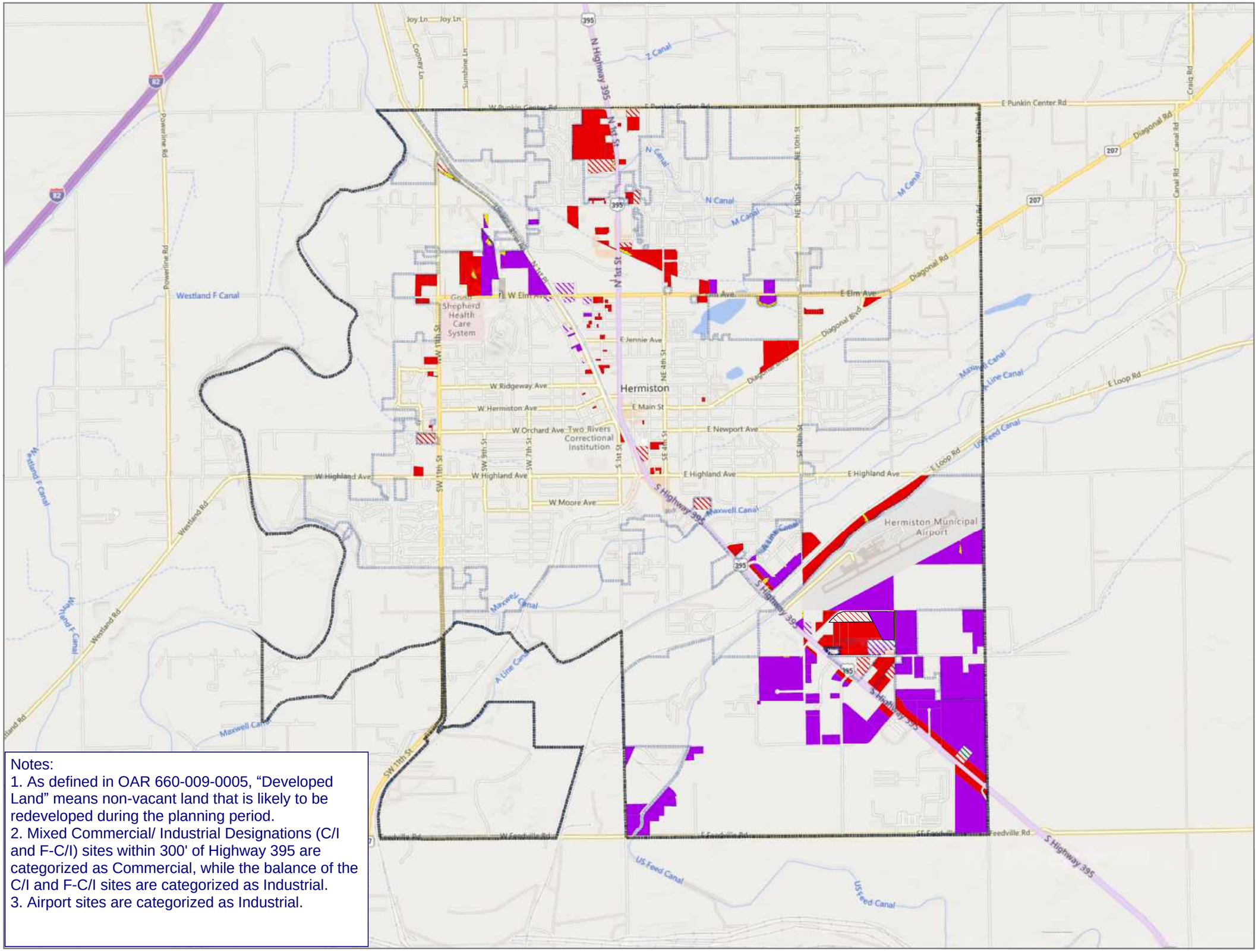
Attachment A assesses existing land-use constraints and opportunities. This assessment is based on recent analyses completed for the City, including its Buildable Lands Inventory, Economic Opportunities Analysis (EOA), and Housing Capacity Analysis. Figure 5 highlights the location of buildable employment land identified in the EOA.

Key findings from this analysis include:

- There is a total estimated capacity for over 18,000 units of different types within the UGB. New housing needs to be more affordable, and, with multifamily housing limited, there is a need for more types of housing (Hermiston lacks a true High Density Residential zone). The housing market has a low vacancy rate (<5% vacancy).
- There is ample future capacity for low-density, medium -density, and high-density housing types in the Hermiston UGB. A large amount of this land is located in the Future Residential (F-R) areas on the east and west sides of the UGB (43%, 5,239 acres). Only 3-4% of this land is considered constrained, and the timeline for development is immediate to near-term, depending on infrastructure.
- A significant share of job growth is projected in the data center industry (40%), with accompanying growth in construction and supportive information-sector jobs among vendors and suppliers. Forecasts show 55% of new employment in industrial categories (including data centers) and 45% in commercial categories.
- The inventory of remaining buildable lands points to a lack of larger industrial sites. If large sites can be made available, the region has a strong competitive advantage for industrial job growth, particularly data centers. While the supply of small commercial sites is adequate, large sites are limited, with few mid-sized sites of 5 to 20 acres, and no sites over 50 acres (although there are two identified commercial sites of 30 – 49 acres).

Figure 5: Hermiston Net Buildable Employment Land

Hermiston, Oregon



Notes:
1. As defined in OAR 660-009-0005, “Developed Land” means non-vacant land that is likely to be redeveloped during the planning period.
2. Mixed Commercial/ Industrial Designations (C/I and F-C/I) sites within 300' of Highway 395 are categorized as Commercial, while the balance of the C/I and F-C/I sites are categorized as Industrial.
3. Airport sites are categorized as Industrial.

LEGEND

- City Limits
- Urban Growth Bounday (UGB)
- Commercial - Vacant
- Commercial - Redevelopable
- Industrial - Vacant
- Industrial - Redevelopable
- Constrained (Unbuildable) Land

0 0.5 1 Miles

1 inch = 0.5 miles

N

SOURCE DATA:
City of Hermiston (2024), Oregon Department of Forestry (2023), FEMA (2023), Oregon Department of State Lands (2023), Umatilla County Assessor (2023)

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 5/23/2024
File: Figure 5 Buildable Land Inventory Map

Map Created By: SH
Project No: 2240028.00



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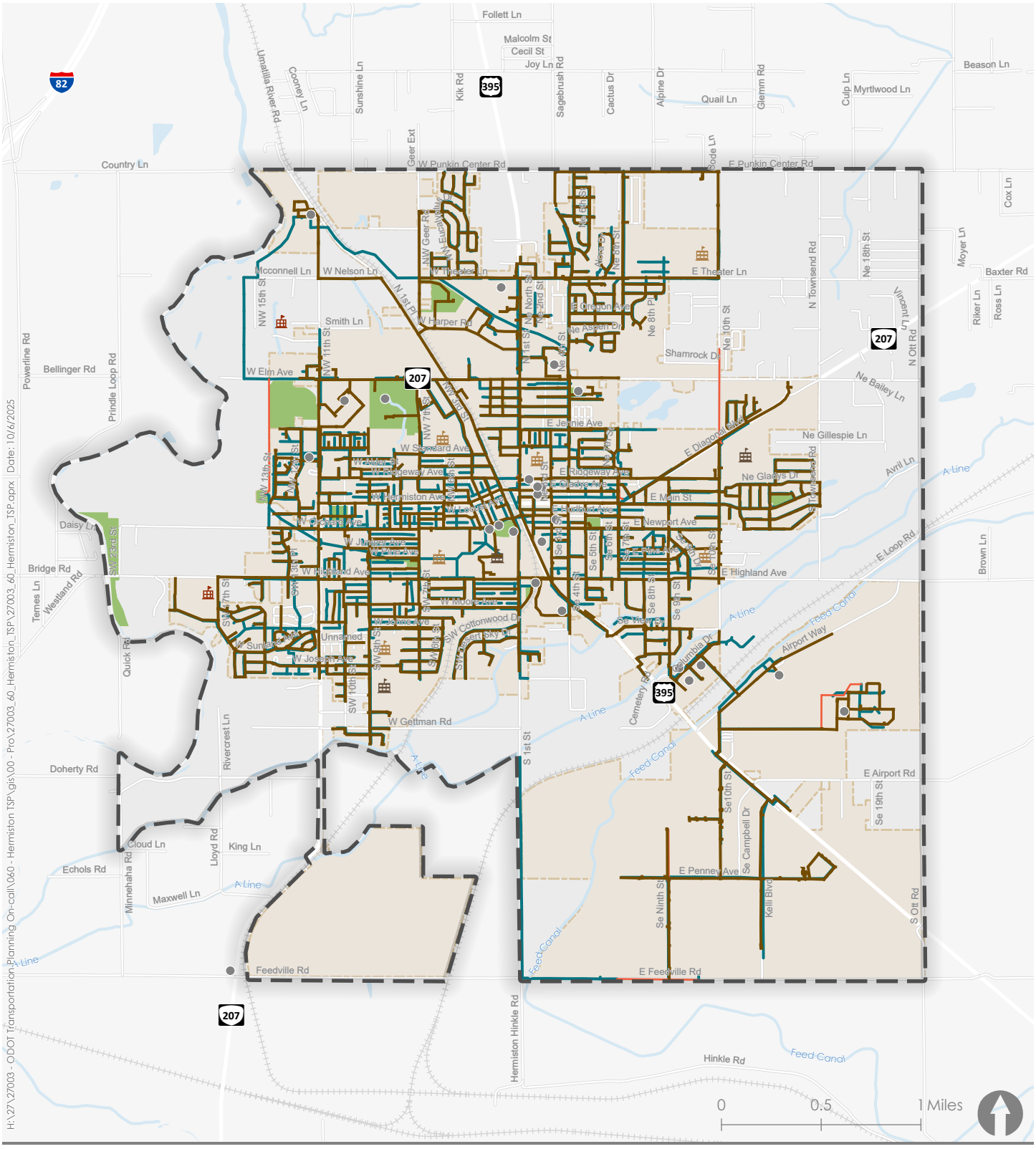
Utilities/ROW Assessment

The City of Hermiston provides water and sewer services to residents within city limits. Residents outside of city limits but within the UGB are not provided with access to city water and sewer service. Per Policy 24 of the Comprehensive Plan, annexation is a prerequisite for connecting to City utilities. Figure 6 shows the map of utility services in Hermiston. The sewer system has pressure and gravity sections. The southwestern corner of the UGB currently does not have City utilities. Utility expansion may occur in that area with development and annexations.

GIS data for public right-of-way widths was not available.

Deficiencies and Planned Improvements from Past Projects

Projects identified in existing plans impact the transportation system in the future once implemented. This plan considers improvements to the transportation system to avoid duplicative or conflicting projects, identify project gaps not previously anticipated or captured in existing plans. Plans reviewed include the existing City TSP, Umatilla TSP, Safety Action Plan, and Capital Improvement plan were all reviewed to consolidate planned for projects in the area. Figure 7 displays the type and location of planned projects in the UGB.

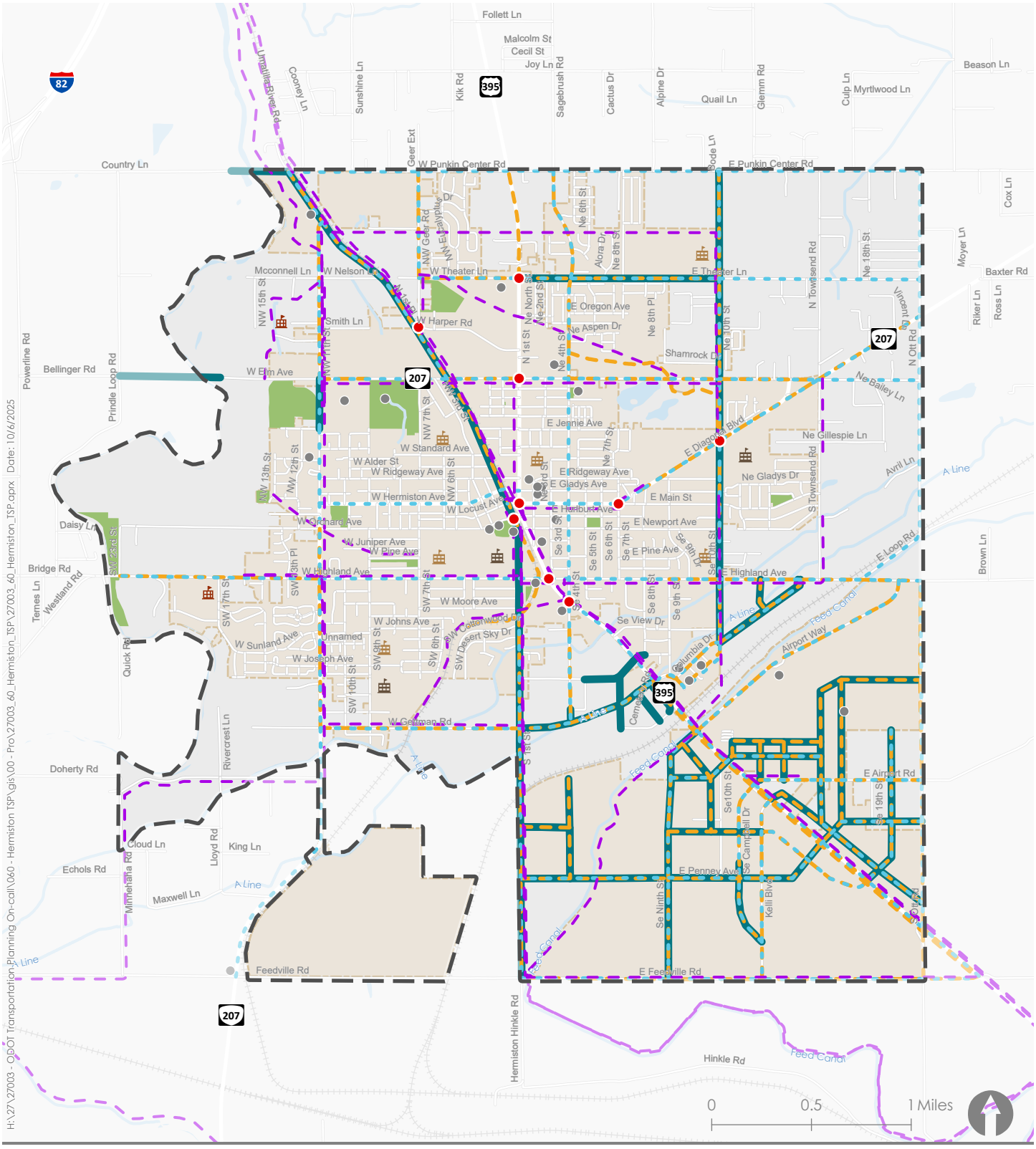


Water Main
Sewer (Pressure)
Sewer (Gravity)
Secondary School
Primary School
Private School
Other Key Destinations
Park
Urban Growth Boundary (Study Area)
Hermiston City Limits

Figure 6

Utilities

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- Roadway Projects
- Bike Facility Projects
- Pedestrian Facility Projects
- Planned Trails
- Intersection Projects
- Secondary School
- Primary School
- Private School
- Other Key Destinations
- Park
- Hermiston City Limits
- Urban Growth Boundary (Study Area)

Figure 7

Planned Improvements

Roadway System

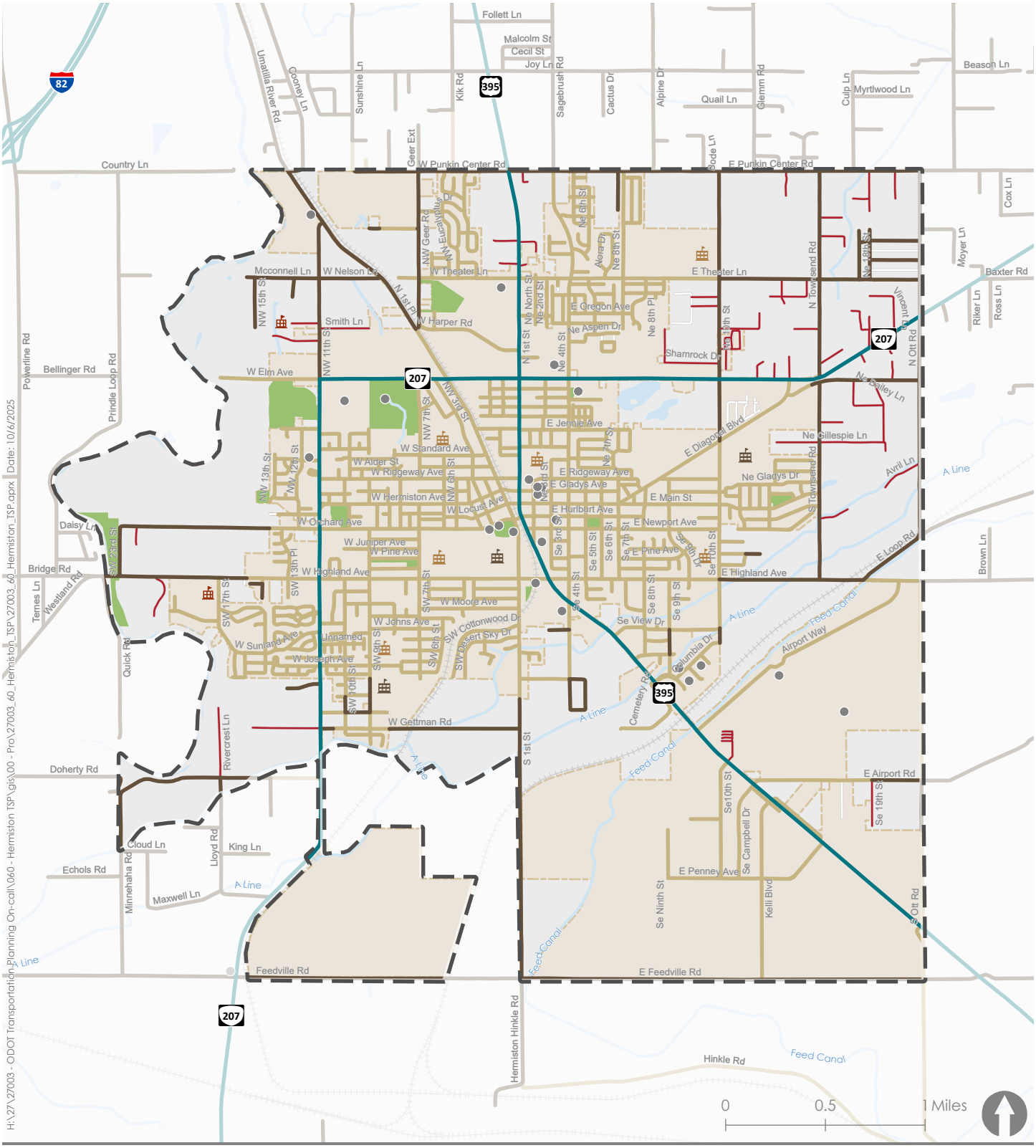
Roadways provide infrastructure for moving people and goods by motor vehicle, walking, biking, and riding transit. The roadway network establishes links within the UGB, as well as making regional connections, such as to the Tri-Cities in Washington or Pendleton and other important destinations in Oregon. The following sections describe an inventory of the existing roadway system within the Hermiston UGB, including street jurisdictions and functional classifications, roadway improvement standards, freight routes, key roadway characteristics, and bridges.

ROADWAY OWNERSHIP

Public streets within the UGB are operated and maintained by three jurisdictions: the City of Hermiston, ODOT, and Umatilla County. These three jurisdictions are responsible for the following:

- Determining functional classification;
- Defining road design and multimodal features;
- Approving construction and access permits; and,
- Maintenance and operations.

Figure 8 displays roadway ownership in the UGB. ODOT has jurisdiction over US 395 and OR 207, and the City of Hermiston has jurisdiction over most remaining streets within city limits. Umatilla County primarily owns streets outside of city limits. Some private roads are present in the UGB, however, the TSP will not include projects for them.



Road Owner

- City
- County
- State
- Private

- Secondary School
- Primary School
- Private School
- Other Key Destinations

- Park
- Hermiston City Limits
- Urban Growth Boundary (Study Area)

Figure 8

Roadway Owner

FUNCTIONAL CLASSIFICATION

Roadway functional classifications designate streets based on their role within the transportation system. The classifications define a street by their intended mobility and access control as they relate to land use. They also influence street characteristics, such as operational and design characteristics, pavement width, driveway (access) spacing requirements, and context-appropriate pedestrian and bicycle facilities. In the UGB, streets are locally, state, and federally classified, which corresponds to the roadway design standards for relevant entities that maintain, operate, and provide funding for the roadways.

Federal Classifications

The Federal Highway Administration (FHWA) classifies key urban and rural roads as Interstates, Other Freeways and Expressways, Other Principal Arterials, Minor Arterials, Major and Minor Collectors, or Local Roads. All public roadways within the UGB are federally designated as urban roadways.

The federal classifications relevant to the Hermiston UGB and their FHWA definitions[4] are described below:

- **Other Principal Arterials** serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Unlike their access-controlled counterparts, abutting land uses can be served directly. US 395 is the only Other Principal Arterial in the UGB.
- **Minor Arterials** provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. In an urban context, they interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes. OR 207 and portions of NE 4th Street and Highland Avenue are Minor Arterials in the UGB.
- **Collectors** serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network.
- **Local Roads** are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land.

The FHWA provides financial assistance for roadways through the Federal-aid Highway Program. The FHWA uses the Federal functional classification system to determine eligibility for funding under the Federal-aid Highway Program, which provides financial assistance for construction, maintenance, and operations of local and state roadways. The functional classifications eligible for the Program include urban minor collectors, major collectors, minor arterials, principal arterials, and interstates.

[4] Federal Highway Administration. February 2023. Highway Functional Classification Concepts, Criteria, and Procedures. https://www.fhwa.dot.gov/planning/processes/statewide/related/hwy-functional-classification-2023.pdf

State Highway Classifications

The state highway classification system established in the Oregon Highway Plan (OHP) divides state highways into five categories based on their function in the State Highway network – Interstate, Statewide, Regional, District, and Local Interest Roads. These categories are used to guide planning and management of State highway facilities and are assigned based on desired land uses, access, movement of freight, or significance as a lifeline or emergency response route. The State does not provide classifications for non-state facilities.

In the Hermiston UGB there are only two state facilities, US 395 or OR 207. They are classified and defined[5] as follows:

- US 395 is classified as a **Statewide Highway** in the OHP
    - Per the OHP, "Statewide Highways 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."
- OR 207 is classified as a **Regional Highway** in the OHP
    - Per the OHP, "Regional Highways typically provide connections and links to regional centers, Statewide or interstate Highways, or economic or activity centers of regional significance. A secondary function is to serve land uses in the vicinity of these highways. Inside STAs, local access is also a priority. Inside Urban Business Areas, mobility is balanced with local access."

Local Classifications

The City of Hermiston uses four roadway classifications: Arterials, Collectors, Local streets, and Private streets. The classifications cover all City, State, and County roadways in the UGB. Descriptions for the hierarchy of local roadway functional classification for the Hermiston UGB is below:

- **Arterials** are major roadways designed primarily to facilitate traffic flow into and out of urban areas. While arterials may provide access to adjacent properties, their primary function is to accommodate major traffic movements. Their traffic volumes and speeds (usually 35 mph or greater) may require the separation of people walking and biking from motor vehicles to be comfortable for users.

- **Collectors** connect arterials with the local street network. Collectors gather traffic from local streets and sometimes provide direct land access, channeling it toward arterial roads. They are generally shorter than arterials and operate at moderate speeds.

- **Local Streets** are primarily intended to provide access to abutting land uses. Local streets offer the lowest level of mobility and consequently tend to be short, low-speed facilities (25 mph or lower). As such, local streets typically primarily serve passenger cars, pedestrians, and bicyclists; and heavy truck traffic is discouraged, except for local deliveries. On-street parking is common, and sidewalks are typically present.

[5] Oregon Department of Transportation. 1999. Oregon Highway Plan. https://www.oregon.gov/odot/Planning/Documents/OHP.pdf

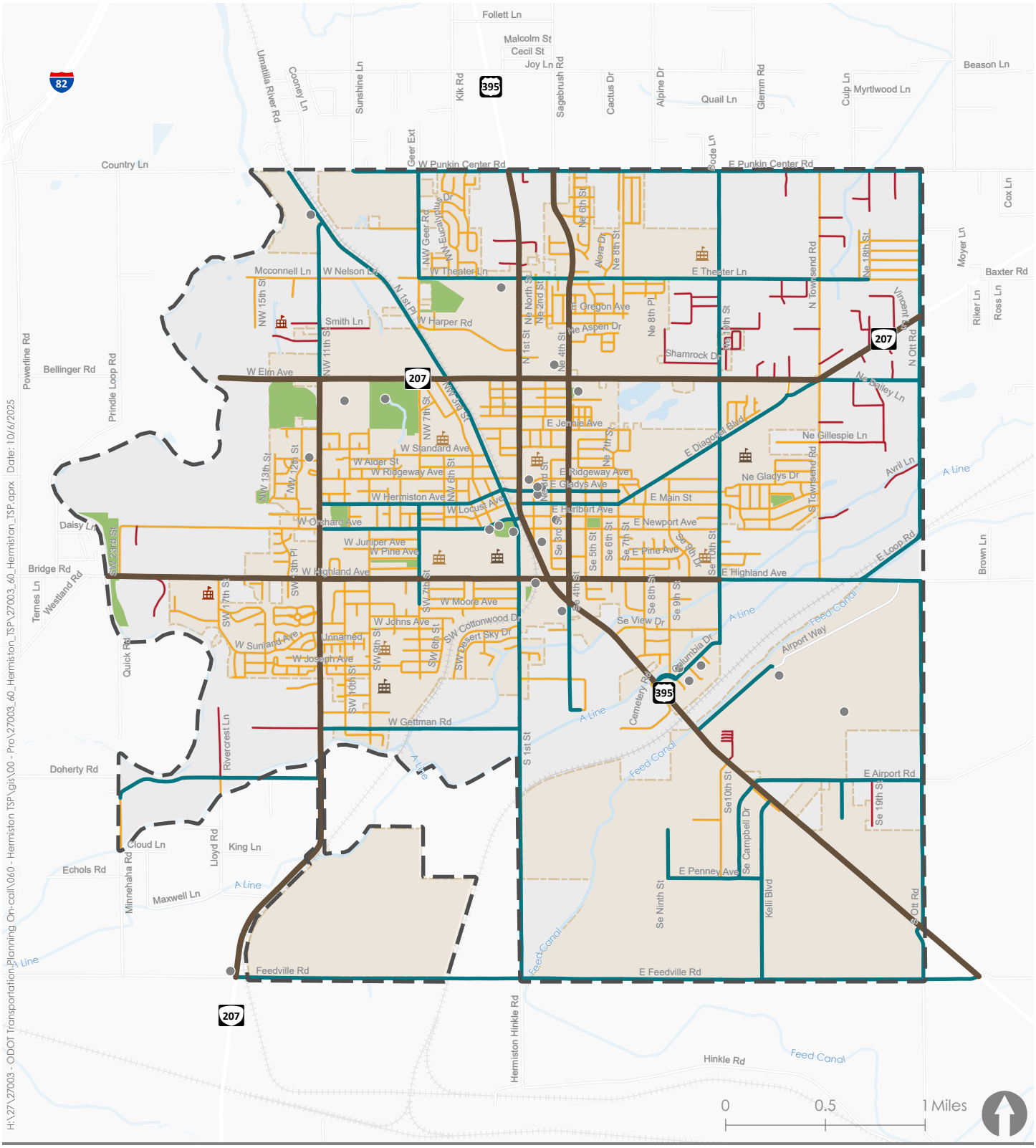
- **Private Streets** provide direct access to developments. The maintenance and regulation of street-use is controlled by the roadway owner.

Figure 9 maps roadway facilities by the City's functional classification.

Most of the Federal and City classifications are in alignment, except for the dozen roadway segments identified in Table 2.

Table 2 Streets with Conflicting Functional Classification Designations

Street	Extents	FHWA Classification	City Classification
NE 4th Street	OR 207 to US 395	Collector	Arterial
NW 7th Street	OR 207 to W Ridgeway Avenue	Collector	Local
Jennie Avenue	N 1st Place to NE 8th Place	Collector	Local
NE 7th Street	Jennie Avenue to Highland Avenue	Collector	Local
W Ridgeway Avenue	OR 207 to N 1st Place	Collector	Local
E Hurlbert Avenue	US 395 to SE 8th Street	Collector	Local
SE 4th Street	US 395 to Christiansen Lp	Local	Collector
Columbia Drive	Highland Drive to US 395	Local	Collector
Airport Way	US 395 to Airport	Local	Collector
E Penney Avenue	SE 9th Street to Kelli Boulevard	Local	Collector
SE Campbell Drive	E Penney Avenue to US 395	Local	Collector
E Airport Road	US 395 to Ott Road	Local	Collector



Arterial
Collector
Private
Local

Secondary School
Primary School
Private School
Other Key Destinations

Park
Hermiston City Limits
Urban Growth Boundary (Study Area)

Figure 9

Functional Classification

Functional Classifications Needs and Gaps

Roadways in the Hermiston UGB all carry functional classifications, however, there are 12 roadways whose classifications do not match FHWA's. Addressing these discrepancies should be considered to help Hermiston access federal funding for the roadways in question and to provide FHWA with a consistent understanding of the purpose the city intends for these roadways to have in the future.

ROADWAY IMPROVEMENT STANDARDS

Roadway improvement standards refer to specifications and guidelines established by transportation agencies to govern the design, construction, and operation of roadways. These standards are tied to the roadway functional classification hierarchy to ensure the transportation system is consistent across road classes and jurisdiction.

City

The City currently identifies its local roadway improvement standards in the February 2024 *Public Works Standards, Technical Specifications, and Standard Drawings* Section 5, pages 265-271 (**Attachment B**). The Public Works Standards list typical sections for the following typologies:

- Urban Major Arterial
  - In Central Business District (CBD) and not in CBD
- Urban Minor Arterial
  - With parking and without parking
- Urban Major Collector
  - With parking and without parking
- Urban Minor Collector
  - With bike lanes and without bike lanes
- Urban Local Street
  - Local Commercial & Residential
    - Parking on both sides or parking on one side
- Urban Local Street with Swale
  - Parking on both sides or parking on one side
- Rural Arterial, Collector, and Local

County

The County currently identifies its local roadway improvement standards in the July *1997 Umatilla County Road Department Standards* (**Attachment C**). The Road Department Standards list typical sections for the following typologies:

- Urban
- Industrial/Agricultural
- Cul-De-Sac
- P-1, P-2, S-1, and S-2

State Highways

The ODOT Highway Design Manual (HDM)[6] establishes improvement standards for all state highways. The HDM provides typical sections based on project type, including new construction and major reconstruction (4R); resurfacing, restoration, and rehabilitation (3R), and resurfacing (1R) projects. The most recent HDM update incorporates ODOT's 2020 Blueprint for Urban Design (BUD), which provides

[6] Oregon Department of Transportation. (2023). *Highway Design Manual*. <https://www.oregon.gov/odot/engineering/pages/hwy-design-manual.aspx>

further flexibility for context-sensitive design to ensure the needs of the specific land use, roadway connectivity, and modal mix are served. The BUD establishes six ODOT Urban Contexts that help planners and designers best serve the social, economic, and environmental characteristics for a specific project:

- Traditional Downtown/Central Business District (CBD)
- Urban Mix
- Commercial Corridor
- Residential Corridor
- Suburban Fringe
- Rural Community

HDM design standards for each urban context are included in the manual. Specific applications of these standards to highway facilities within Hermiston are typically established during facility planning efforts, such as corridor refinement plans.

FREIGHT AND RAIL

Freight

Freight route classifications are provided at the State and Federal levels. In Oregon, the OHP documents State freight designations. These freight routes are shown in Figure 10.

There are two freight routes running through the Hermiston UGB: US 395 and OR 207. The OHP also recognizes I-82, I-84, and US 730 as freight routes, which are located within five miles of Hermiston, and accessed via US 395 and OR 207. The OHP has established Reduction Review Routes (RRR) that apply to the following roadways in the area:

- OR 207: RRR
- US 395: RRR

Additionally, the National Highway System (NHS), a federal designation for interstates and key roadways like principal arterials, recognizes I-84 as part of this network which is critical to the state and national economy. I-84 is part of the National Highway System and is intended to serve national and regional trucking movements, providing east-west connectivity to Portland and I-5 to the west and Boise and beyond to the east.

In the Oregon Freight Plan[7], I-84 is identified as a strategic corridor that is critical to freight-dependent industries and the Oregon economy. The OFP identifies I-84 as locally and regionally important for moving goods between Portland and the Midwest. US 395 and OR 207 connect Hermiston to I-84.

The major freight generators and receivers in the Hermiston UGB are local agriculture, industry, and the Walmart distribution center on US 395. Local farms contribute significantly to freight traffic during harvest season. Industrial sites and warehouses add to the demand for freight services.

[7] Oregon Department of Transportation. March 2023. Oregon Freight Plan. https://www.oregon.gov/odot/Planning/Documents/Oregon_Freight_Plan_2023.pdf

Rail

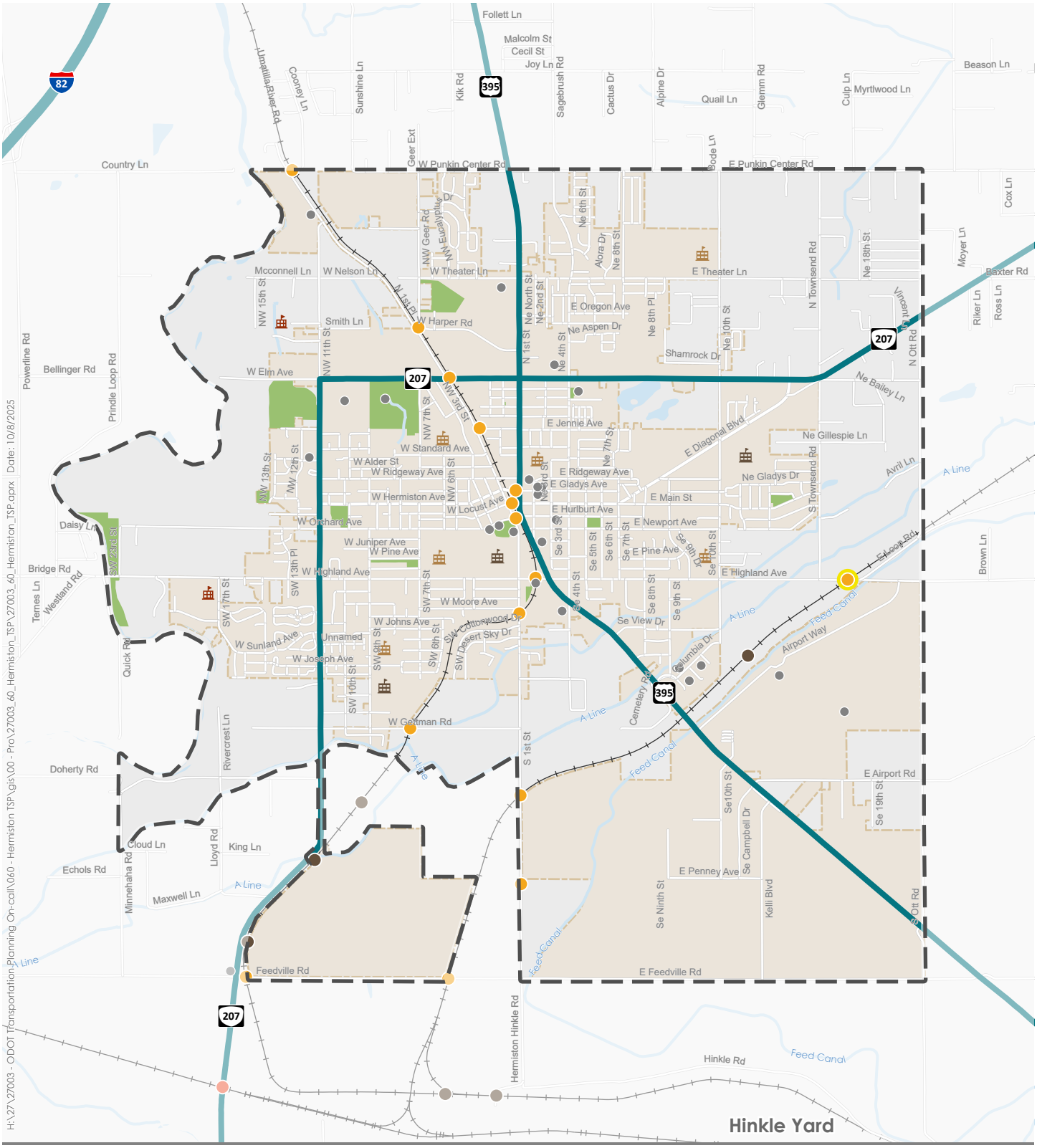
Rail is a critical element of freight transportation within the Hermiston UGB and the greater region. Hermiston is located north of the junction of three major Union Pacific (UP) rail lines: the UP Portland Subdivision to Portland, the UP Ayer Subdivision to Spokane, and the UP La Grande Subdivision to La Grande. These three rail lines meet at the Union Pacific Hinkle Yard. The Hinkle Yard is also a major maintenance and repair facility and includes fueling, switching, and assembly activities. In addition to these major rail lines, the Port of Umatilla is served by the Umatilla Branch Line.

The railroad facilities in and near the Hermiston UGB are illustrated in Figure 10. The UP Portland and La Grande subdivisions closely parallel the I-84 corridor. The Ayer subdivision runs to the southeast of Hermiston, continuing to the northeast before reaching the Columbia River. The Umatilla branch line passes directly through the city of Hermiston, primarily along S 1st Pl.

The Ayer Subdivision includes two at-grade crossings in Hermiston, located on S 1st Street and East Highland Extension Road. Both are equipped with gates, lights, and bells. No crashes have occurred at the 1st St crossing since 1984. The Ayer Subdivision sees 11 trains per day. Two crashes occurred at the East Highland Extension Road crossing in 2014 and 2024. In both cases, a single driver stopped their car on the tracks before gates descended, exiting the vehicle prior to impact. Neither crash resulted in any injuries.

In addition, a small branch line, which serves local industries south of Hermiston, includes an at-grade crossing located near the S 1st St/Feedville Rd intersection. This crossing features signage only and has no recorded crashes.

The Umatilla Branch Line includes nine at-grade crossings in Hermiston. The Umatilla Branch sees 2 trains per day. The last crash to happen at any of these crossings occurred at the Hermiston Avenue crossing in 2013, when a driver stopped at the crossing and then proceeded into the path of an oncoming train, resulting in a collision but no injuries.



OHP Freight Routes

Rail Crossings

- At-Grade Crossing
- Crosses Below the Track
- Private Crossing
- Crash at Crossing
- Railroad

- Secondary School
- Primary School
- Private School
- Other Key Destinations

- Park
- Hermiston City Limits
- Urban Growth Boundary (Study Area)

0 0.5 1 Miles

Figure 10

Freight Routes, Rail Crossings, Rail Lines

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Freight and Rail Needs and Gaps

Truck travel times for freight moving through the UGB will be affected by traffic operations along US 395 and OR 207. As the city continues to urbanize, it may be necessary to evaluate how freight movement is affected by growing traffic volumes and changing land use patterns in Hermiston.

While rail crossings are frequent in downtown Hermiston, few trains utilize the spur through the center of the city. If the changes occur to the crossing areas (e.g. change in frequency of service, number of crossing travel lanes, etc.) the city may need to change the warning systems at at-grade crossings in accordance with processes identified in Chapter 8 of the Manual on Uniform Traffic Control Devices (MUTCD).

If rail service on this spur were eliminated and the corridor was vacated, the right of way could serve as a new connection for people walking and biking. Discussions with the Port of Umatilla are ongoing regarding the future of the Umatilla Branch Line.

ROADWAY CHARACTERISTICS

The following sections provide an overview of roadway characteristics for existing arterial and collector streets in the Hermiston UGB, including speed limits, pavement conditions, travel lanes, and other key characteristics.

Pavement Condition

Roadway facilities by pavement conditions are mapped in Figure 11. Pavement conditions were only available for state owned facilities within the UGB.

City and Umatilla County Pavement Conditions

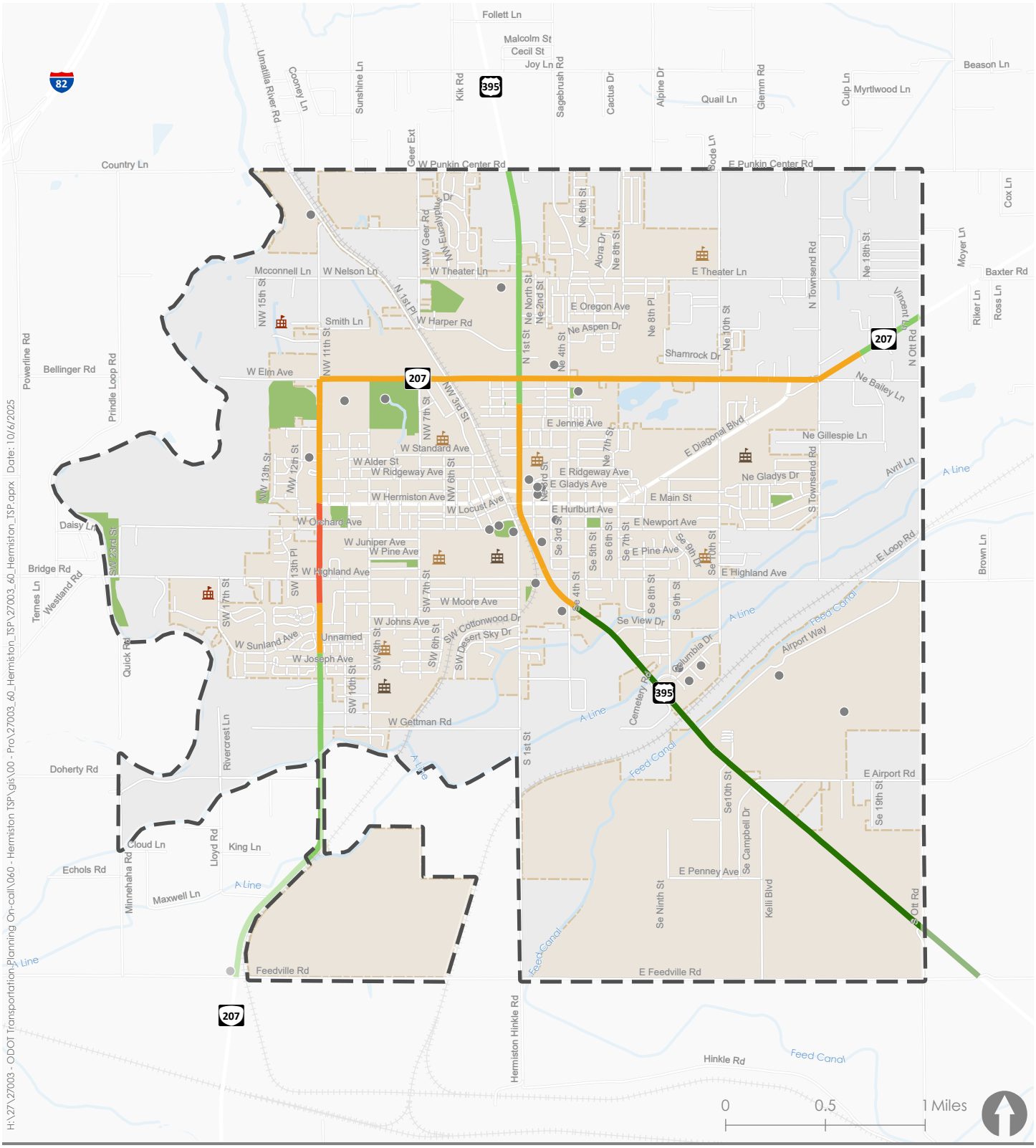
GIS data is unavailable for pavement conditions on city and county owned facilities within the UGB and has not been mapped as part of this review.

State Pavement Conditions

ODOT provides pavement conditions data for State highways. Conditions within the Hermiston UGB on US 395 and OR 207 are generally rated as having good or fair conditions. When the roadways are outside the UGB, they have ratings of good to very good. The only segment with poor pavement conditions is on OR 207 between W Hermiston Avenue to just south of W Highland Avenue.

Travel Lanes

Roadways facilities by travel lanes are mapped in Figure 12. Number of lanes was sourced for City provided GIS files and verified by the project team via satellite imagery. Only one roadway has more than two travel lanes. US 395 has four travel lanes, two in each direction. Some streets also have a center turn lane; however, these are not included in the inventory of travel lanes.



Pavement Condition

- Very Good
- Good
- Fair
- Poor

- Secondary School
- Primary School
- Private School
- Other Key Destinations

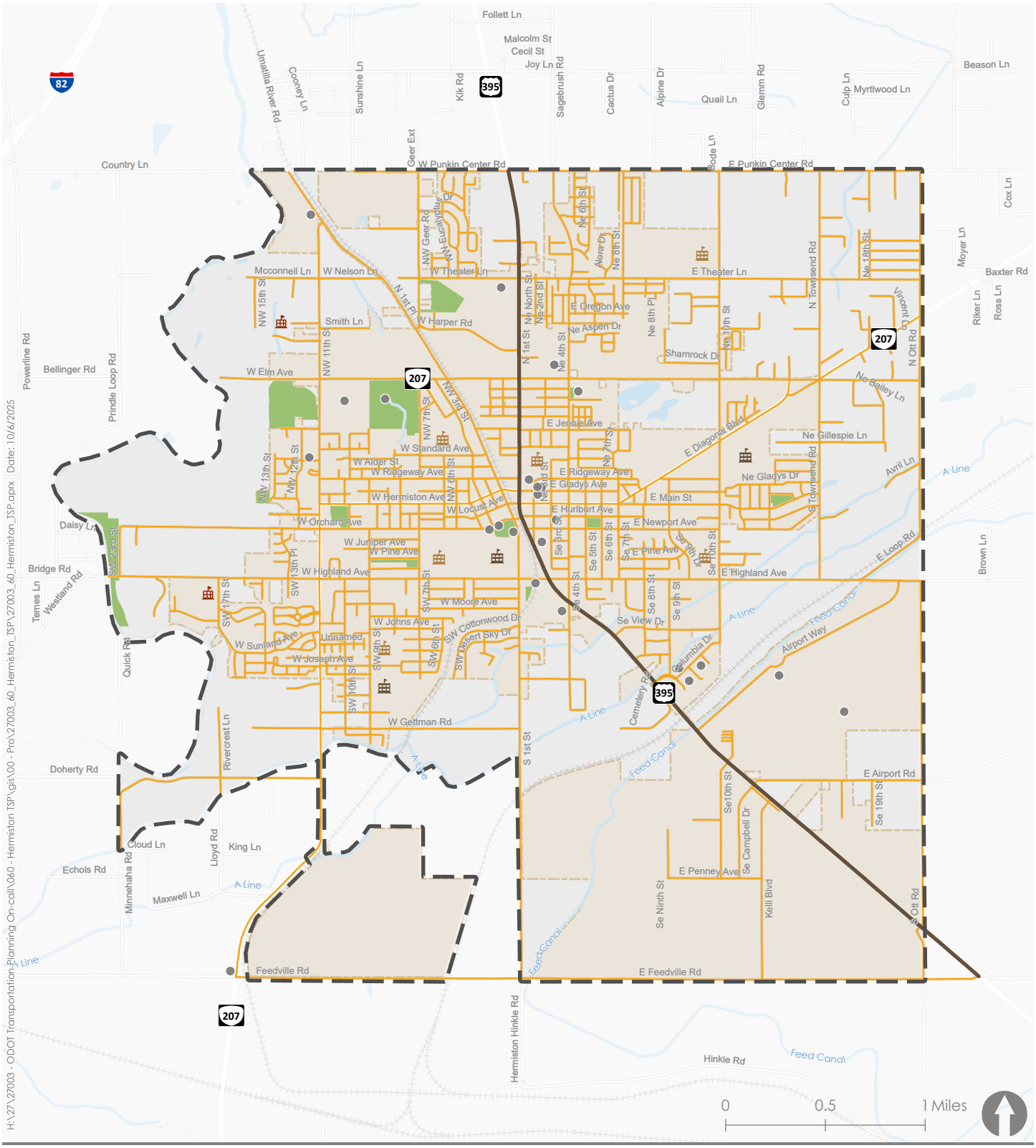
- Park
- Hermiston City Limits
- Urban Growth Boundary (Study Area)

Figure 11

Pavement Condition

*pavement condition data was not available for city owned facilities

KITTELSON & ASSOCIATES



Number of Travel Lanes

- 4
- 2

- Secondary School
- Primary School
- Private School
- Other Key Destinations

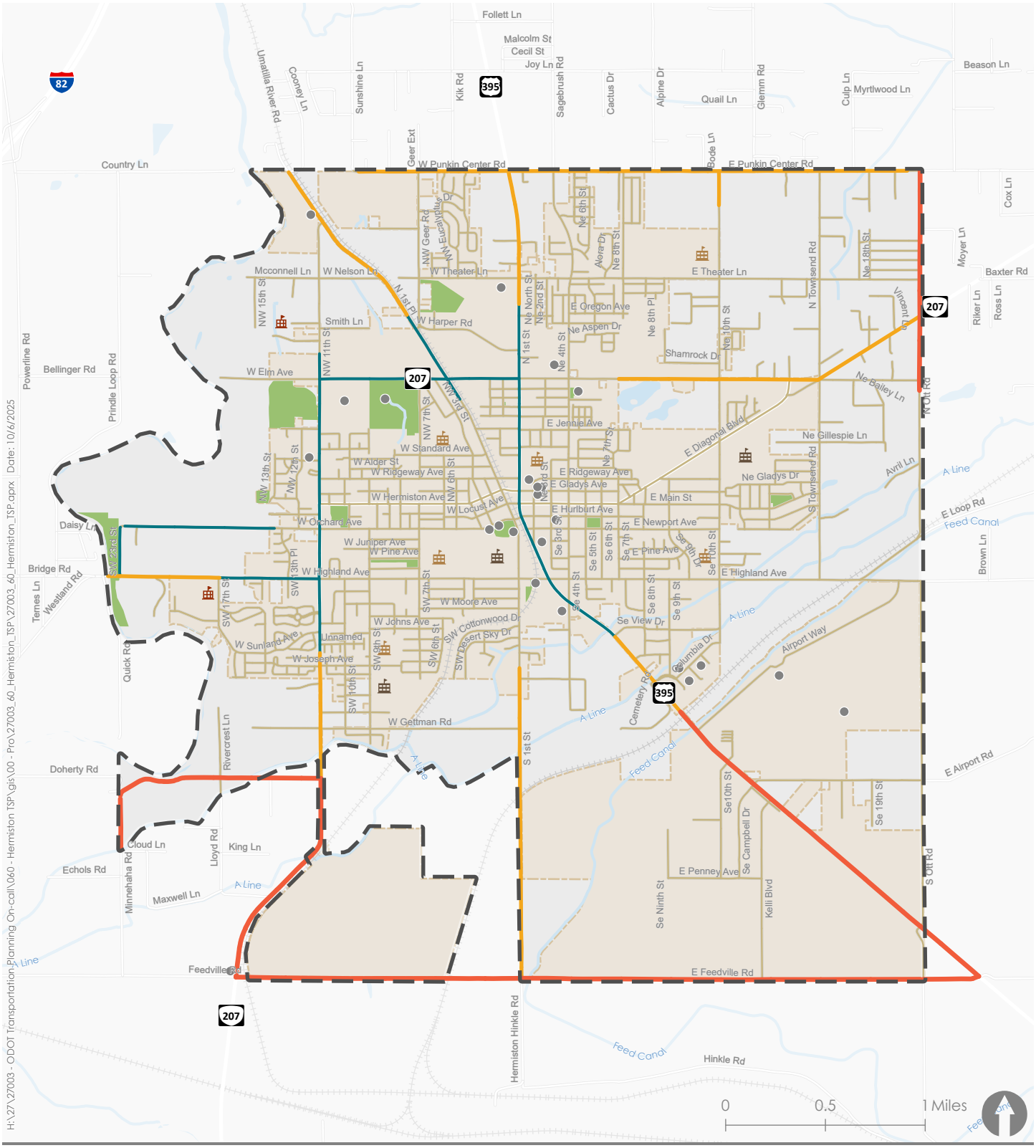
- Park
- Hermiston City Limits
- Urban Growth Boundary (Study Area)

Figure 12

Number of Travel Lanes

Posted Speeds

Roadway facilities by posted speeds are mapped in Figure 13. Speed data was provided by the City in GIS files and verified by the project team via Google Streetview. Roadways without posted speed limits are subject to statutory speed limits established by the state (ORS 811.11 and ORS 811.105), except for school zones that are posted at 20 MPH. Most non-State roads have speed limits of 25 miles-per-hour (MPH). US 395, OR 207 and more rural sections of roadways have posted speeds of 30-45 MPH.



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Posted Speed (MPH)

- 50 - 55
- 40 - 45
- 30 - 35
- 15 - 25

- Secondary School
- Primary School
- Private School
- Other Key Destinations
- Park
- Hermiston City Limits
- Urban Growth Boundary (Study Area)

Figure 13

Posted Speed

Bridges

Hermiston, Umatilla County, ODOT, and Union Pacific Railroad own and operate bridges within the UGB. Union Pacific bridge conditions were not available at the time of this document's creation, and as such have been excluded from this inventory. Bridge conditions are evaluated with a sufficiency rating to remain in service, where values range from 0-100, with higher values indicating higher sufficiency. A bridge with a sufficiency rating below 50 indicates that the bridge is in poor condition and is eligible for replacement. Bridges rated between 50 and 80 indicate that the bridge is in fair condition, and that rehabilitation, if cost-effective, will bring the bridge up to current standards. Bridges with sufficiency ratings above 80 may have specific elements that do not meet current minimum standards, but overall are in good or adequate condition and are not eligible for federal funding[8]. Figure 14 maps bridges within the UGB by ownership and sufficiency rating.

Table 3 summarizes bridges by ownership and sufficiency ratings, as provided in 2023 Umatilla County GIS data.

Table 3 Bridge Sufficiency Rating

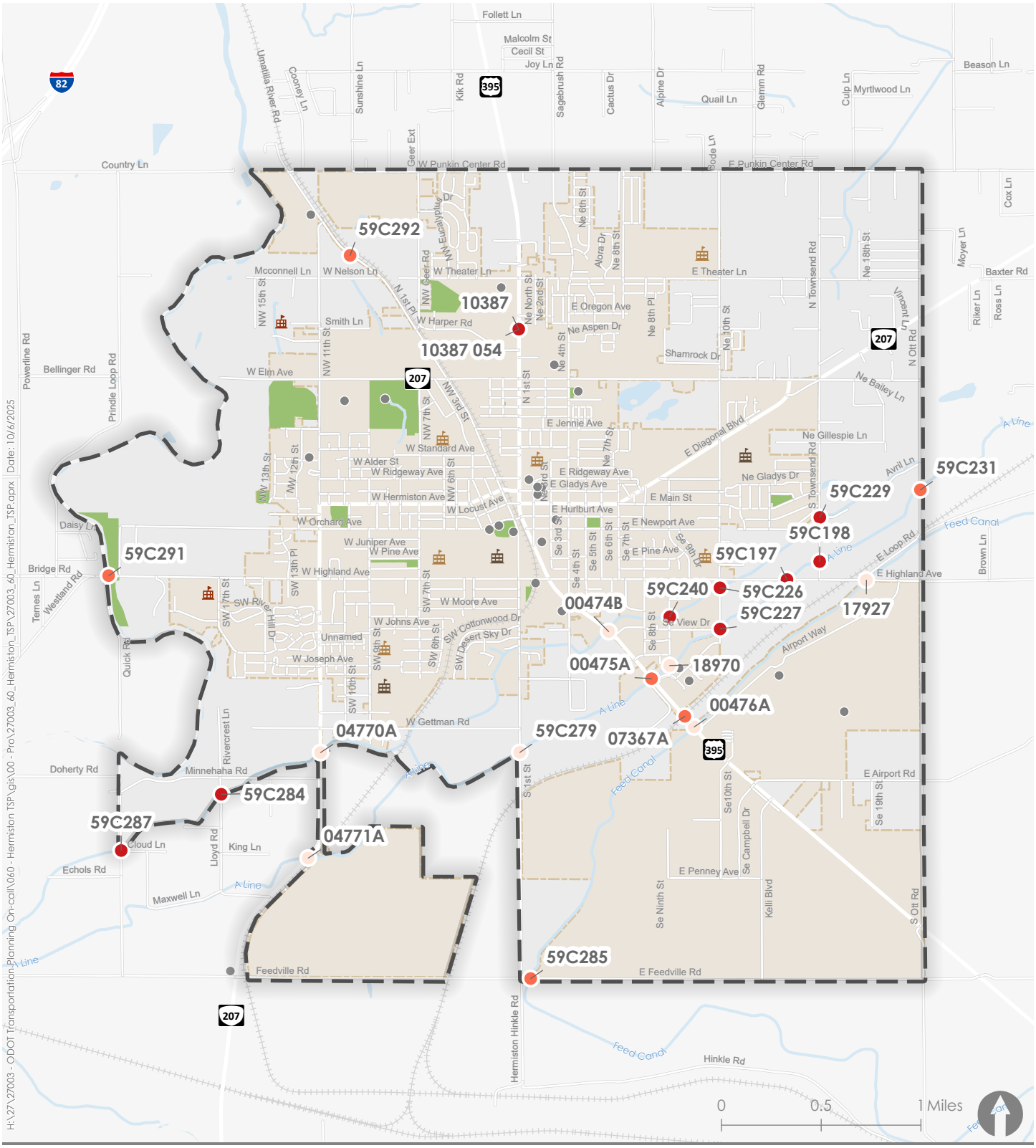
Name	ID	Owner	Carries	Crosses	MP	Local Functional Classification	Sufficiency Rating
Maxwell Canal, Hwy 54	00474B	ODOT	US 395 (HWY 054)	MAXWELL CANAL	6.27	Arterial	88.20
A Line Canal, Hwy 54	00475A	ODOT	US 395 (HWY 054)	A LINE CANAL	6.60	Arterial	77.70
USRS Feed Canal, Hwy 54 at MP 6.91	00476A	ODOT	US 395 (HWY 054)	USRS FEED CANAL	6.91	Arterial	80.50
Maxwell Canal, Hwy 333	04770A	ODOT	OR 207 (HWY 333)	MAXWELL CANAL	9.54	Arterial	96.20
A-Line Canal, Hwy 333	04771A	ODOT	OR 207 (HWY 333)	A-LINE CANAL	10.09	Arterial	95.30
Hwy 54 over UPRR (Hermiston)	07367A	ODOT	US 395 (HWY 054)	UPRR	6.84	Arterial	58.60

[8] Federal Highway Administration. 1995. Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges. https://www.fhwa.dot.gov/bridge/mtguide.pdf

Name	ID	Owner	Carries	Crosses	MP	Local Functional Classification	Sufficiency Rating
Hermiston Irrigation Ditch, Hwy 54	10387	ODOT	US 395 (HWY 054)	HERMISTON IRR DITCH	4.59	Arterial	***11.00***
US Feed Canal, E Highland Extension	17927	Umatilla County	E HIGHLAND EXT	US FEED CANAL	0.04	Collector	98.00
A Line Canal, SE 9th Ave	18970	City of Hermiston	SE 9TH AVENUE	A LINE CANAL	0.43	Local	97.00
A Line Canal, Highland Ave	59C197	Umatilla County	HIGHLAND AVENUE	A LINE CANAL	7.00	Collector	***49.00***
A Line Canal, Townsend Rd	59C198	Umatilla County	TOWNSEND ROAD	A LINE CANAL	0.07	Local	***31.00***
Maxwell Ditch, County Rd 1219	59C226	Umatilla County	COUNTY RD 1219	MAXWELL DITCH	0.04	Collector	***38.30***
A Line Canal, SE 10th St	59C227	Umatilla County	SE 10TH STREET	A LINE CANAL	0.24	Collector	***38.80***
Irrigation Canal, County Rd 1217	59C229	Umatilla County	COUNTY RD 1217	IRR CANAL	0.32	Local	***38.30***
A Line Canal, S Ott Rd	59C231	Umatilla County	SOUTH OTT ROAD	A LINE CANAL	0.25	Collector	72.50
Irrigation Ditch, County Rd 1197	59C240	Umatilla County	COUNTY RD 1197	IRR DITCH	0.19	Local	***33.50***
A Line Canal, Hermiston Hinkle Rd	59C279	Umatilla County	HERMISTON-HINKLE	A LINE CANAL	0.87	Collector	88.80

Name	ID	Owner	Carries	Crosses	MP	Local Functional Classification	Sufficiency Rating
Maxwell Ditch, Llord Rd #1191	59C284	Umatilla County	LLOYD RD C1191	MAXWELL DITCH	0.07	Local	***18.70***
US Feed Canal, Feedville Rd	59C285	Umatilla County	FEEDVILLE ROAD	US FEED CANAL	1.44	Collector	75.40
Maxwell Ditch, County Rd 1187	59C287	Umatilla County	COUNTY RD 1187	MAXWELL DITCH	0.67	Local	***43.20***
Umatilla River, West Highland Extension	59C291	Umatilla County	WEST HIGHLAND EXT.	UMATILLA RIVER	3.67	Arterial	59.00
Hermiston Ditch, Umatilla River Rd	59C292	Umatilla County	UMATILLA RIVER RD	HERMISTON DITCH	4.30	Collector	71.10

Cells in the table above that are **bolded**, *italicized*, and highlighted indicate a bridge is in poor condition.



Sufficiency Rating

- 80 - 100
- 50 - 79
- 0 - 49

- Secondary School
- Primary School
- Private School
- Other Key Destinations

- Park
- Hermiston City Limits
- Urban Growth Boundary (Study Area)

Figure 14

Bridges by Owner & Sufficiency Rating

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Roadway Gaps/Needs Assessment

Pavement condition data was not available for city owned streets, presenting a barrier to comprehensive identification of roadways in need of repair. ODOT owned roadways had varying pavement conditions with certain sections requiring maintenance soon. Speeds limits in the city are generally 25 MPH and fit the land use context. As development has filled in the areas between the existing city and UGB limits, some speed limits may need to be re-evaluated in light of the current urbanizing context. Many bridges have sufficiency ratings falling into the poor category making them eligible for federal funding.

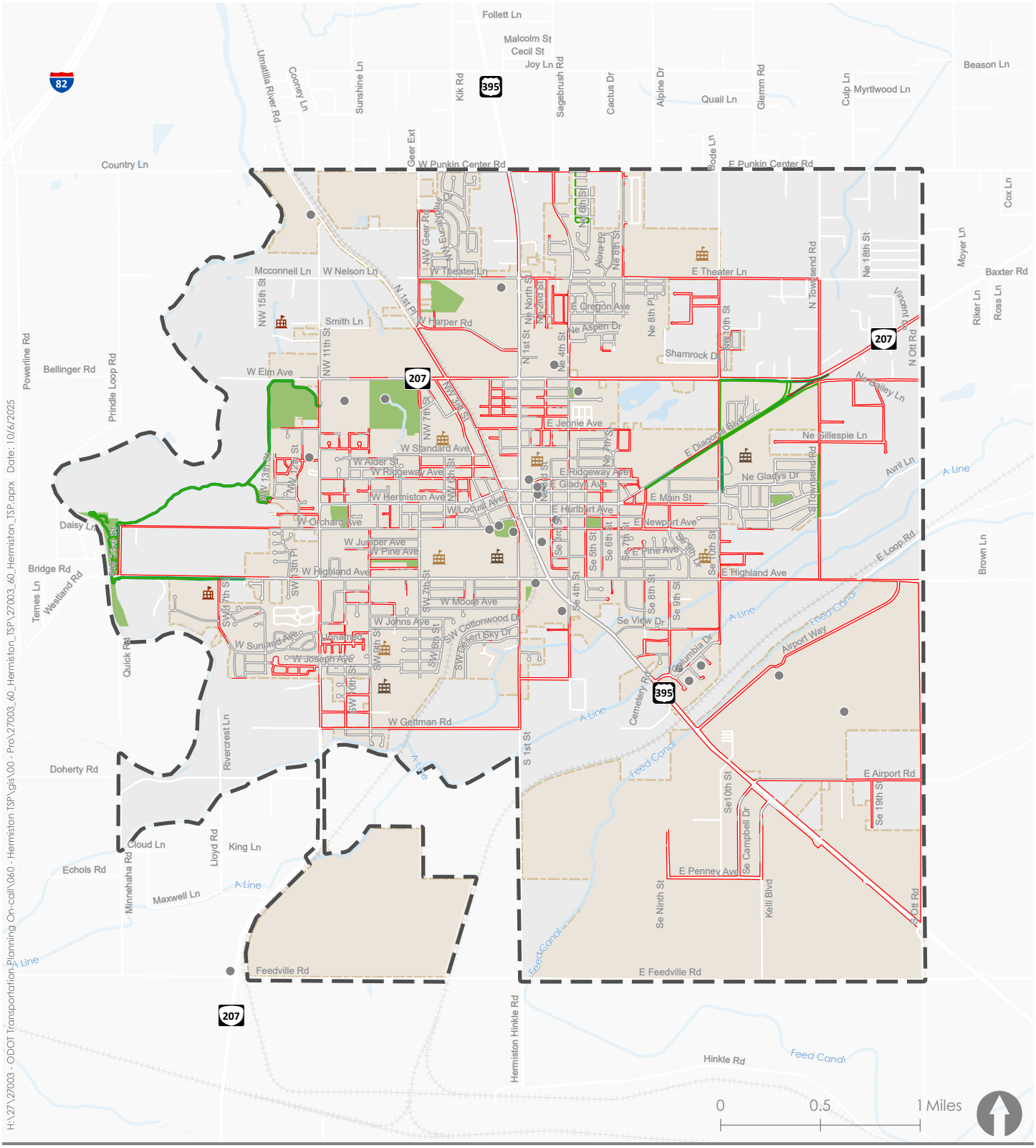
Pedestrian and Bicycle Facilities

Pedestrian and bicycle facilities provide infrastructure for people to walk, bike, roll, or use mobility devices on facilities designated for that travel mode. In the Hermiston UGB, the network of bicycle and pedestrian facilities consists of on-street facilities and shared use trails. These facilities serve a variety of needs, including relatively short trips between major attractions like schools and parks, access to transit, and trips for commuting or recreation.

PEDESTRIAN FACILITIES

Pedestrian facilities refer to infrastructure designed for people walking or using mobility devices and typically include sidewalks, shared use paths, trails, crossings, and ramps. A well-connected pedestrian network provides safe and efficient links between pedestrian trip generators such as schools, employment areas, parks and community centers, and other pedestrian attractors.

Figure 15 maps pedestrian facilities throughout the city. Data was provided by the City in GIS files and verified by the project team in a review of satellite imagery. As shown, the pedestrian network consists of sidewalks on one or both sides of the roadway and a small network of off-street shared use pathways. The primary gaps on collector and arterial roadways are discussed under the Multimodal Analysis subsection of the Existing System Conditions Analysis section of this memo.



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Sidewalk Present

- No
- Yes
- Path

- Secondary School
- Primary School
- Private School
- Other Key Destinations

- Park
- Hermiston City Limits
- Urban Growth Boundary (Study Area)

Figure 15

Pedestrian Facilities

Pedestrian Needs and Gaps

As seen in Figure 15, there are significant portions of the city missing sidewalks, including in developed areas of the city's core and near multimodal generators, like schools. Additional analysis on the suitability of the pedestrian network on collector and arterial roadways is included in the Multimodal Analysis section later in this memo.

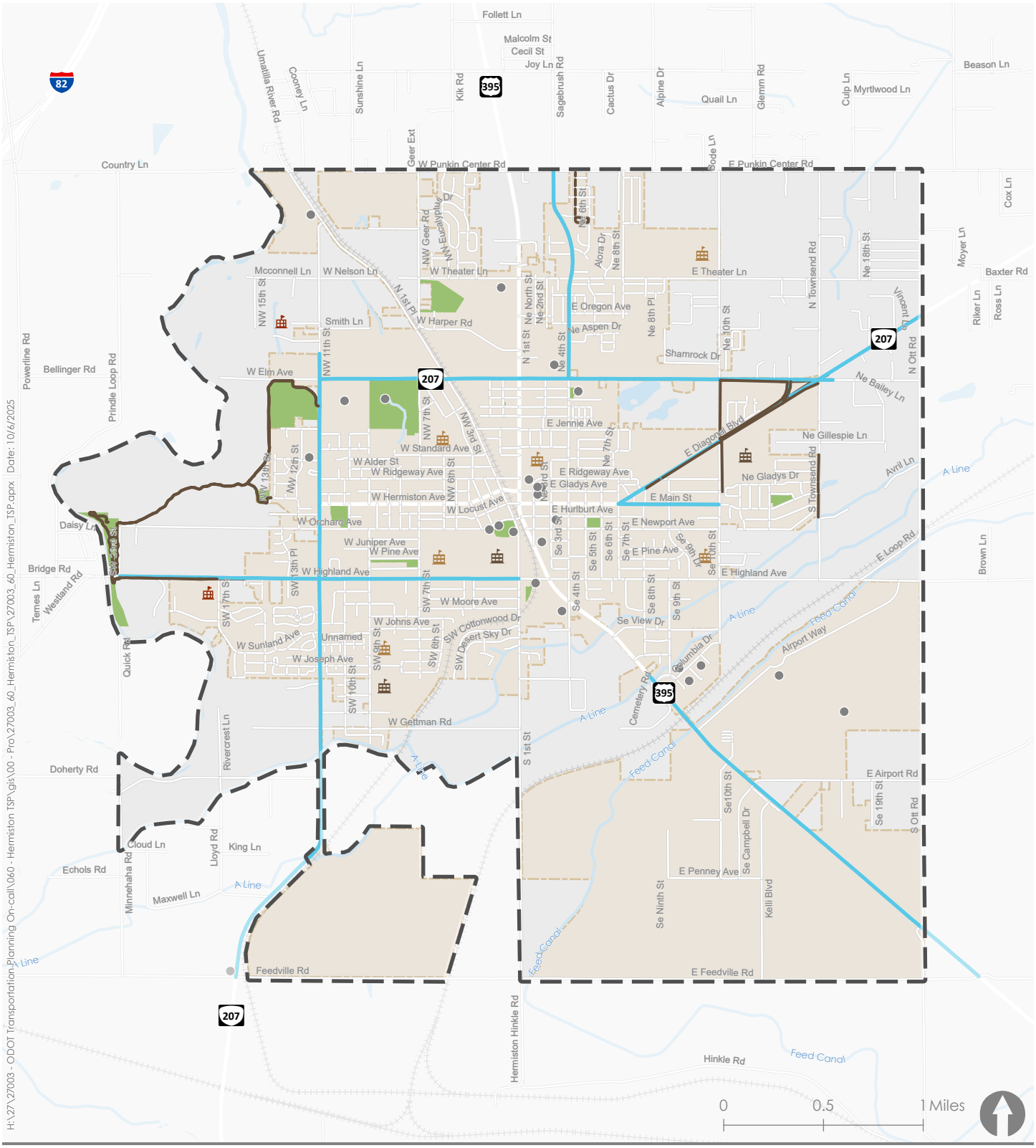
BICYCLE FACILITIES

Bicycle facilities refer to infrastructure designed for people biking, including bike lanes, shared use paths, paved shoulders, and the crossing infrastructure that supports a well-connected bicycle network. Figure 16 maps existing bicycle facilities.

Like pedestrian facilities, bicycle facilities serve a variety of trips, including trips to major attractions such as schools, parks, retail centers, and public facilities; commuter trips; recreational trips; and access to transit. The existing bicycle network on arterial and collector roads in Hermiston is constrained to small segments of striped, unprotected bike lanes, shared use pathways, and paved shoulders. Many roadways in the city do not have dedicated bicycle facilities and people biking must either mix with vehicular traffic or ride on the sidewalk, if one is present. This may be appropriate on local streets but is often uncomfortable for most people on collector and arterial roadways.

The City is working on building out its trail system. Currently it has a small trail network that includes separated pathways in Riverfront Park and the East and West Hermiston Loop Trails spanning from Riverfront Park along OR 207, Diagonal Road, and Highland Avenue.

Other bicycle travel is accommodated on paved shoulders where there is enough width (i.e., shoulders greater than 4 feet).



- Shared Use Path
- Bike Lane / Roadway Shoulder
- Secondary School
- Primary School
- Private School
- Other Key Destinations
- Park
- Hermiston City Limits
- Urban Growth Boundary (Study Area)

Figure 16

Bike Facilities

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Bicycle Needs and Gaps

As seen in Figure 16, the bicycle network in Hermiston is limited, with only a few bicycle lanes and trails being present in the UGB. While bicycles can ride with mixed traffic on roadways with no dedicated bicycle facilities, this may present a barrier to most people. This is further assessed through a bicycle level of traffic stress (LTS) completed in the Multimodal Analysis section later in this report.

Transit System

Rural transit access is critical for those who do not drive, especially for youth (under 16) and seniors. Kayak Transit and Morrow County are the primary providers of public transportation in the city. These providers offer free, fixed-route bus service to residents of Northeastern Oregon and Southeastern Washington. All Kayak Transit and Morrow County transit routes operate Monday through Friday. Bus stops within the Hermiston UGB do not have stations, shelters, signs, or benches.

KAYAK TRANSIT

Kayak Transit operates three fixed routes in the UGB: Hermiston Area Regional Transit (HART), the Hopper, and the Hermiston/Boardman Connector.

- HART provides connections to key destinations, including Downtown Hermiston, Good Shepherd Medical Center, Walmart, Grocery Outlet, Stafford Hansell Government Center, Blue Mountain Community College (BMCC), City Hall, and several residential areas.
- The Hopper provides regional connections to Pendleton, Stanfield, Hermiston, Charlestown, Umatilla, and Irrigon. There are three stops within Hermiston: SW Locust/2nd, Walmart (both provide connections to HART) and KIE Supply/NW Farm Supply.
- The Hermiston/Boardman Connector provides regional connections to Umatilla, Irrigon, and Boardman, though certain stops at employment centers in Boardman are not served at all times of day. There are two stops within Hermiston: SW Locust/2nd (provides connection to HART) and BMCC.
- In addition, Kayak Transit operates an ADA Paratransit service for qualifying persons with disabilities unable to use a Fixed Route. This service is available to all locations within ¾ of a mile of a fixed-route service.

Morrow County Public Transit

Morrow County operates one fixed route in the UGB, the Morado Route.

- The Morado Route provides regional connections from Hermiston to Boardman, Irrigon, Umatilla, Lexington, and Heppner. Stops within Hermiston are at Good Shepherd Medical Center (provides connection to HART) and Walmart (provides connections to HART and the Hopper).
- Morrow County's Reasonable Modification Policy ensures that individuals with disabilities have equal access to transit services by allowing for adjustments to policies and procedures when necessary, in accordance with the Americans with Disabilities Act and related laws

OTHER SERVICES

In addition to services provided by Kayak Transit and Morrow County, the city of Hermiston provides a taxi program for seniors and people with disabilities. Residents who are eligible must apply for the program. In addition, CareVan Medical Transportation offers residents free transportation to any Good Shepherd Health Care System-affiliated medical or service provider in Hermiston.

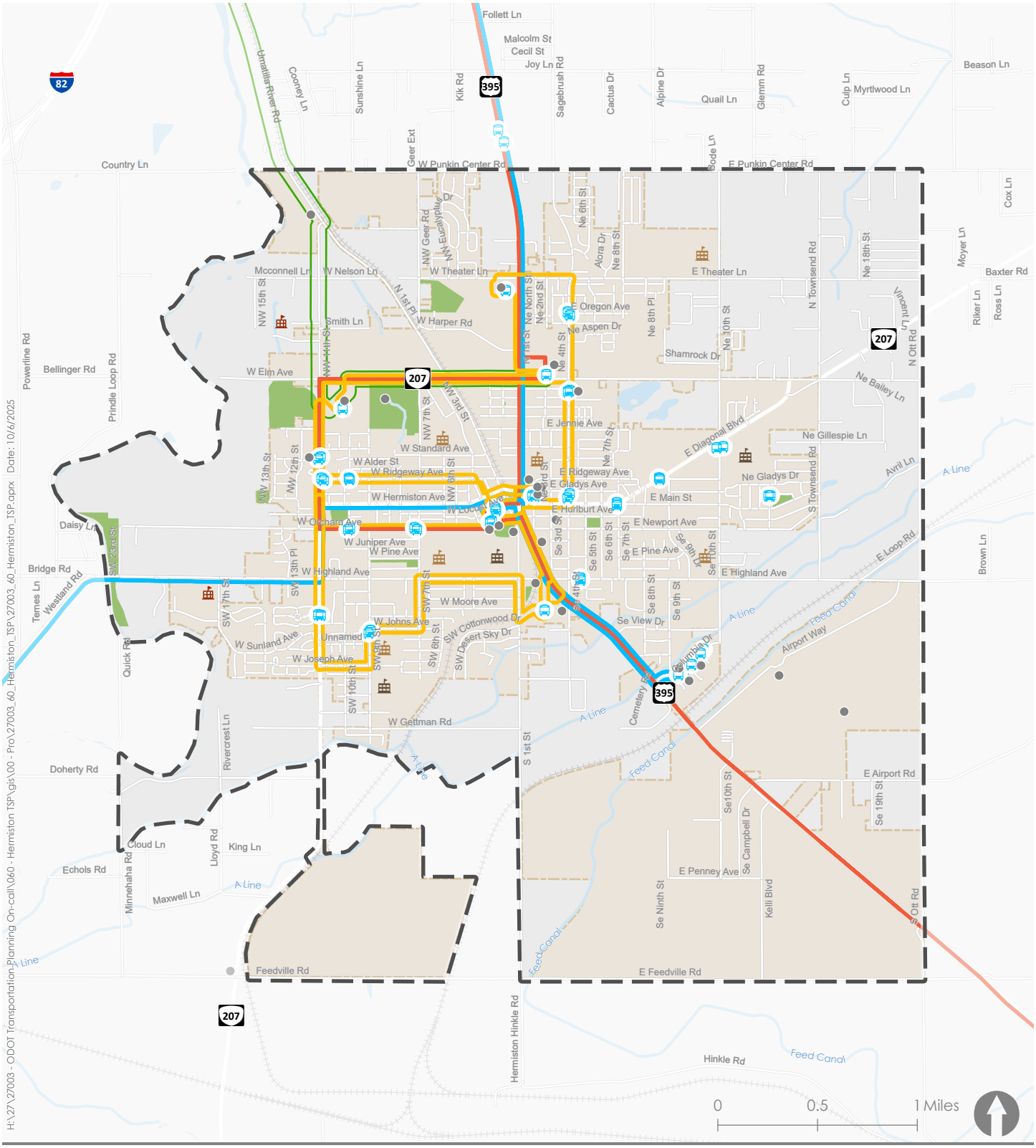
Table 4 lists the transit service available in the Hermiston UGB, and Figure 17 shows the routes and stops present in the UGB.

Table 4 Transit Service in the Hermiston UGB

Transit Provider	Service Name	Service Type	Operating Hours	Service Area	Connections
Kayak Transit **operated by Confederated Tribes of the Umatilla Indian Reservation (CTUIR), a public provider**	Hermiston Area Regional Transit (HART)	Fixed-Route Service	Monday – Friday (M – F), 7:00AM – 7:05PM	Hermiston	Rocket/Tripper Metro Arrow Whistler
	Hopper	Commuter Route	Monday – Friday (M – F), 4:46AM – 7:00PM	Pendleton, Echo, Stanfield, Hermiston, Umatilla	
	Hermiston-Boardman Connector	Fixed-Route Service	Monday – Friday (M – F), 3:50AM – 8:30PM	Hermiston, McNary, Umatilla, Irrigon, Boardman	
Morrow County Public Transit **Public Provider**	Morado and Rojo Routes	Fixed-Route Service	Monday – Friday (M – F), 3:50AM – 8:30PM	Boardman, Irrigon, Umatilla, Hermiston, Lexington, Heppner	Amarillo Route
City of Hermiston **Public Provider**	Taxi Program	Door-to-Site for Eligible Seniors & Members of the Workforce	-	-	-
Good Shepherd Health Care System **Private, Non-Profit Provider**	CareVan	Door-to-Site for Eligible	Monday – Friday (M – F), 8:00AM – 6:00PM	Hermiston, Echo, Stanfield, Umatilla, Irrigon, Boardman	Good Shepherd Medical Center affiliates in Hermiston

Transit Needs/Gaps Assessment

Hermiston currently has transit services that provide basic connectivity to nearby cities and other areas; however, it lacks direct connectivity to larger metropolitan centers such as the Tri-Cities or Portland. Additionally, while intercity bus services like Greyhound and FlixBus are available in nearby cities such as Pendleton, Pasco, and Walla Walla, Hermiston's local transit services do not directly connect to these routes. Regional rail access is available in Pasco, but no dedicated transit link from Hermiston reaches it.



Transit Providers

- Hermiston Hart
- Hermiston/Boardman Connector
- Hermiston Hopper
- Morado/Rojo
- Transit Stops

- Primary School
- Secondary School
- Private School
- Other Key Destinations

- Park
- Hermiston City Limits
- Urban Growth Boundary (Study Area)

Figure 17

Transit Facilities

Water Transportation

The Umatilla River borders the western side of the Hermiston UGB and is not used for any form of major transportation. However, the Umatilla River is designated as a water trail for recreation use in Hermiston's Parks Master Plan.

Pipeline System

Although not often considered transportation facilities, high pressure pipelines carry liquids and gases very efficiently. The use of pipelines can reduce the number of trucks and rail cars carrying fluids such as natural gas, oil, and gasoline.

Within Hermiston, there is a four-inch diesel line to Hinkle Yard, five miles south of Hermiston, provided by the Valero Corporation. The pipeline originates in the city of Umatilla to the north and proceeds along the east side of East 10th Street in Hermiston.

In addition, natural gas in the area is supplied via a pipeline which runs northwest to southeast. This line crosses US 395 north of Hermiston and does not lie within the city limits. Cascade Natural Gas uses this line to provide natural gas to consumers in Hermiston and other surrounding cities. In 2024, the Federal Energy Commission approved $75 million in improvements to the pipeline, increasing its daily capacity by 150 million cubic feet[9].

Air System

Hermiston Municipal Airport (KHRI) is the only airport located within the Hermiston UGB. It is a regional Category III airport. HRI is owned and operated by the City of Hermiston. No regularly scheduled commercial flights are available at present, but cargo airline Ameriflight regularly operates flights connecting Hermiston to Portland International Airport (PDX) and La Grande Airport (LGD), and Life Flight operates permanently at the airport.

The Hermiston Municipal Airport is located 1.5 miles from downtown Hermiston. The airport is at an elevation of 641 feet above mean sea level and has one runway. The airport is often used by businesses such as Simplot, Gilroy Foods, Les Schwab Tires, UPS, and other large organizations such as PGE, Bonneville Power, and the Army Corps of Engineers. Currently, the City has a contract with Gorge Aviation to run day-to-day operations at the airport. There is an agricultural spray operation based at the airport. Residents also use the airport for recreational purposes. The county has established an Airport Hazard Overlay (AH-H) zone around Hermiston Airport to protect airspace.

Good Shepherd Hospital and Life Flight are constructing a permanent heliport and hangar at the hospital to better integrate emergency responses and the health care system.

[9] Pipeline & Gas Journal. April 2024. TC Energy Receives FERC Approval for Northwest Xpress Gas Pipeline Expansion Despite Opposition. https://pgjonline.com/news/2024/april/tc-energy-receives-ferc-approval-for-northwest-xpress-gas-pipeline-expansion-despite-opposition

EXISTING SYSTEM CONDITIONS ANALYSIS (2025)

The existing system conditions analysis provides insight into the functionality and performance of the transportation system in the Hermiston UGB in terms of intersection traffic operations. The observed results from these assessments create a foundation for identifying performance deficiencies in the transportation network. An overview of the methodology and operational standards used for conducting the existing and future conditions analysis is discussed in the *Transportation Technical Standards Memorandum* which can be seen in **Attachment D**.

Crash Analysis

Safety is integral to the function of a transportation system. In July of 2025, ODOT's TPAU completed the *City of Hermiston TSP Crash Analysis* (**Attachment E**), which analyzed crash trends in the study area with a focus on the study intersections identified in the *Transportation Technical Standards Memorandum*.

TPAU completed a safety analysis that identified intersections in the study area that had the most safety concerns flagged which included Crash Rates (CR), Excessive Proportion (EP), and Exhibit 4-1 (which is an ODOT reference table that compares intersection crash rates against expected rates per MEV by land type and traffic control) which are described in more detail in Attachment E. Table 5 identifies the locations TPAU flagged with the most safety concerns. In addition to these individual locations, there appears to be a noticeable increase in fatal and serious injury crashes since the COVID pandemic.

Table 5 ODOT Locations with the Most Flagged Safety Concerns

#[1]	Reference Population[2]	Location	Flags
45	3ST	US 395 / KELLI	CR, Exhibit 4-1, EP Angle, EP SS-O
18	4SG	US 395 / OR 207	CR, Exhibit 4-1, EP Rear
35	3ST	HERMISTON / 4TH	CR, Exhibit 4-1, EP Rear
46	4ST	OR 207 / 10TH	CR, Exhibit 4-1, EP Angle
48	3ST	US 395 / HARPER	Exhibit 4-1, EP SS-O, EP Turn
7	4ST	OR 207 / GETTMAN	Exhibit 4-1, EP Fix
19	4SG	US 395 / JENNIE	EP Ped, EP SS-O
41	4AWSC	7TH / HIGHLAND	CR, EP Turn
44	3ST	HIGHLAND / 10TH	Exhibit 4-1, EP Rear
49	3ST	US 395 / CORNELL	Exhibit 4-1, EP SS-O

[1]Intersection number referenced in Attachment E.

[2]3ST=three leg intersection with stop controlled minor street, 4ST=four leg intersection with stop controlled minor street, 4AWSC=four leg intersection fully stop controlled, 4SG=four leg intersection controlled by a signal.

ODOT SPIS LIST

ODOT maintains Safety Priority Index System (SPIS) lists to identify existing hazardous intersections for potential safety improvements. The SPIS list considers crash data for the three prior years of the most recent year available. The ODOT Region 5 2023 SPIS list was reviewed to determine if any of the ODOT study intersections were identified as having an SPIS score in the top 15 percent and ranking amongst other projects. Additionally, the off-state highways list was reviewed as well. The SPIS score is calculated based on three factors[10]:

1. Frequency of crashes (25% of the SPIS score)
2. Rate of crashes (25% of the SPIS score)
3. Severity of crashes (50% of the SPIS score)

Several state study intersections were identified within the 2023 ODOT Region 5 top 15% SPIS lists for state highways. No off-state highways locations were in the top 15% SPIS list for Region 5.

- US 395 and W Hermiston Avenue
- US 395 and E Punkin Center Road
- OR 207 and N 1st Place
- US 395 and Elm Avenue
- US 395 and W Jennies Avenue
- US 395 and W Main Street

Additionally, ODOT's *City of Hermiston TSP Crash Analysis* identifies the following intersections as having been in the Top 5 & 10% in multiple SPIS reports since 2021:

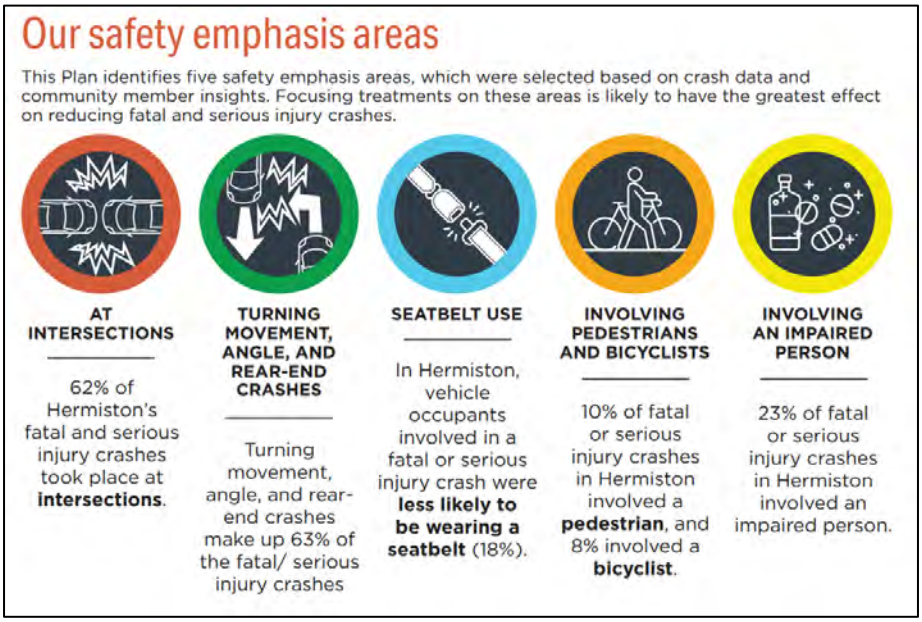
- US 395 and Punkin Center Road
- US 395 and Harper Road
- US 395 and OR 207
- W Highland Avenue and SW 17th Street

HERMISTON SAP

The Hermiston Safety Action Plan (SAP) from 2024 identified five safety emphasis areas, which were selected based on crash data and community member insights. Focusing treatments on these areas is likely to have the greatest effect on reducing fatal and serious injury crashes. The emphasis areas shown in Figure 18 below were developed after reviewing Hermiston's crash data, travel patterns, and incorporating community feedback.

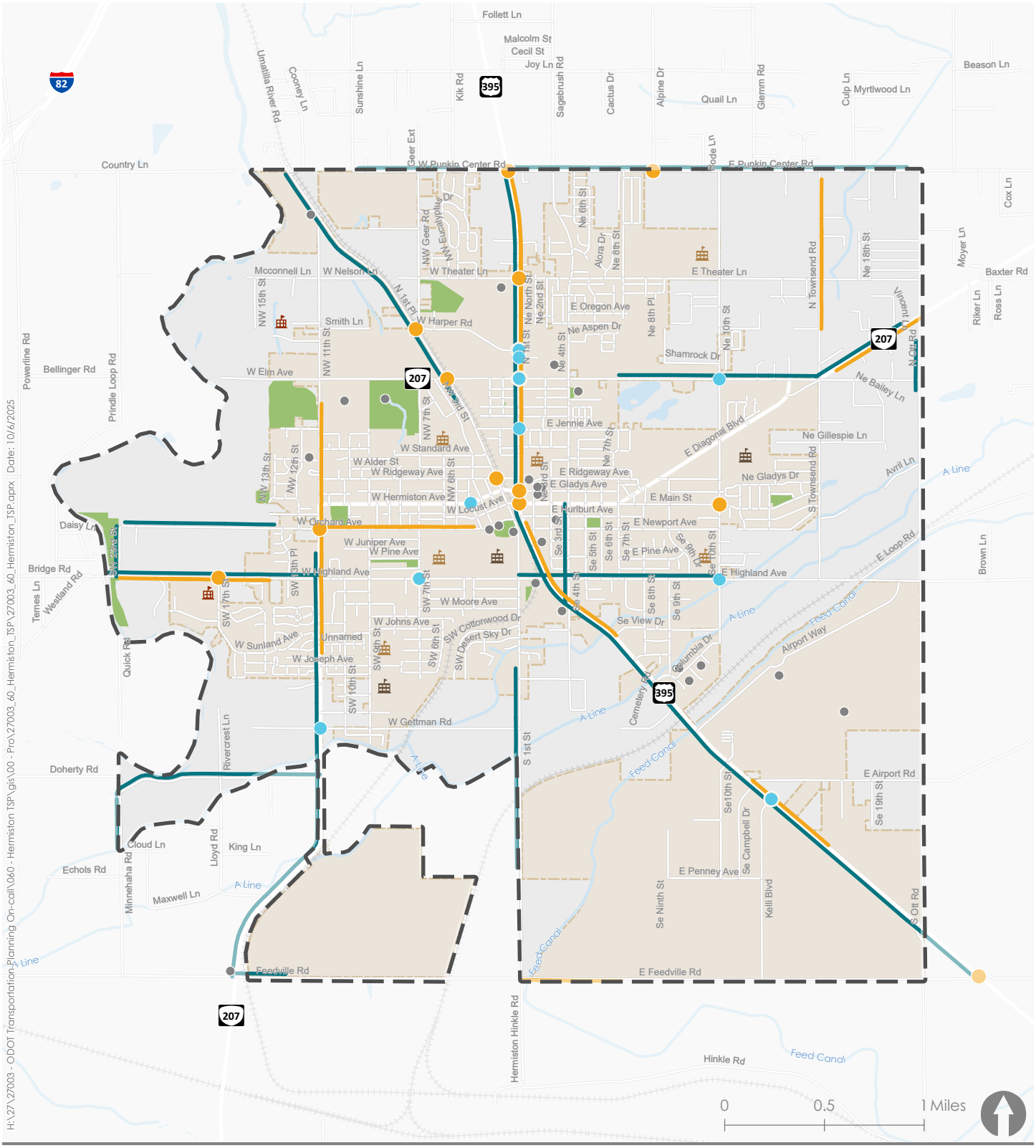
[10] Oregon Department of Transportation. February 2021. Safety Priority Index System (SPIS) System User Guide. https://www.oregon.gov/odot/Engineering/Docs_TrafficEng/SPIS-User-Guide.pdf

Figure 18 Safety Action Plan Emphasis Areas



The Hermiston SAP also created a High-Injury Network (HIN), which identified roadways and intersections that based on their characteristics and crash history, would be most likely to benefit from safety enhancements. The following roadways and intersections were identified having a high number of crashes resulting in an injury or fatality, or systemic characteristics presenting a barrier to safety. Roadway segments with speeds higher than 30 mph, a two-way center left turn lane, and surrounding commercial land uses contributed to a higher proportion of injury crashes compared to the rest of the network. Figure 19 shows the Safety Action Plan High Injury Network, which includes:

- U.S. 395, north of Hermiston Avenue to the UGB, including intersections at:
  - U.S. 395 & Punkin Center Road
  - U.S. 395 & Hermiston Avenue/Gladys Avenue
  - U.S. 395 & O.R. 207 (Elm Avenue)
- O.R. 207 (11th Street), between Joesph Avenue and Elm Avenue
- Orchard Avenue, between O.R. 207 (11th Street) and U.S. 395
- W Highland Avenue, west of O.R. 207 (11th Street) to the UGB



- Int. with Highest Crash Rate
- ODOT Flagged Safety Concern Locations
- Seg. with Highest Crash Rate
- Int./Seg. with Systemic Characteristics
- Secondary School
- Primary School
- Private School
- Other Key Destinations
- Park
- Hermiston City Limits
- Urban Growth Boundary (Study Area)

Figure 19

High Injury Network

Intersection Operations Analysis

This section summarizes the intersection operational standards, analysis parameters, and analysis software and input assumptions for the intersection operations analysis.

TRAFFIC COUNTS

As described in the *Transportation Technical Standards Memorandum*, 48 intersections counts were collected by ODOT's Transportation Planning Analysis Unit. Through discussions with the City, those 48 intersections were filtered down to 30 intersections for analysis. These 30 intersections were selected due to their importance to the City's transportation system, expectation for growth in vehicular traffic, identified safety concerns, or observed operational challenges. The list of those intersections can be seen in Table 6.

ODOT provided a mixture of 48-hour and 16-hour classification counts at the study intersections. These counts were collected across multiple years. They were grown to the TSP's base year, 2025, using an annual growth rate of 0.7%. Counts along OR 207 and US 395 were seasonally adjusted to create 30th highest hour volumes. Intersections were analyzed during their intersection specific peak hours. For 28 of the 30 intersections analyzed the peak hour was between 3:00-6:00 PM and for two intersections the peak hour was between 7:00-9:00 AM. Intersections whose peak hour was in the AM, are located adjacent to at least one school whose drop-off/start time likely corresponds with the typical AM commute peak hour.

Original traffic counts for these 30 intersections are included in **Attachment F**.

ANALYSIS METHODOLOGY AND PERFORMANCE STANDARDS

All traffic operations analyses described in this section conform with State and City methodologies and guidelines. Applicable volume-to-capacity thresholds and local mobility targets for the study intersections are identified and discussed in the *Transportation Technical Standards Memorandum*.

TRAFFIC OPERATIONS ANALYSIS

This traffic operations analysis identifies study intersections that do not meet their mobility targets today. The analysis uses PTV Vistro software and its Highway Capacity Manual (HCM) 7th Edition reports to summarize the intersection traffic operations in terms of v/c ratios, LOS, and 95th-percentile queues. The v/c ratios and LOS are reported for the intersection critical movement at unsignalized intersections.

Two intersections utilize ODOT's V/C excel calculation tool, OR 207/Highland Ave and US 395/Highland Ave due to a known issue with overlap intersections in the Vistro software.

Figure 20 summarizes the existing traffic volumes at the study intersections and the resultant v/c ratios, delay, and LOS for the weekday peak hour. Figure 21 illustrates the operational results at the study intersections based on their respective performance thresholds. 95th percentile queues exceeding their storage space are also described below. Existing year 2025 traffic operation worksheets and a full table of queuing data are included in **Attachment G.**

Table 6 Existing Year 2025 Study Intersection Performance Summary – Weekday Peak Hour

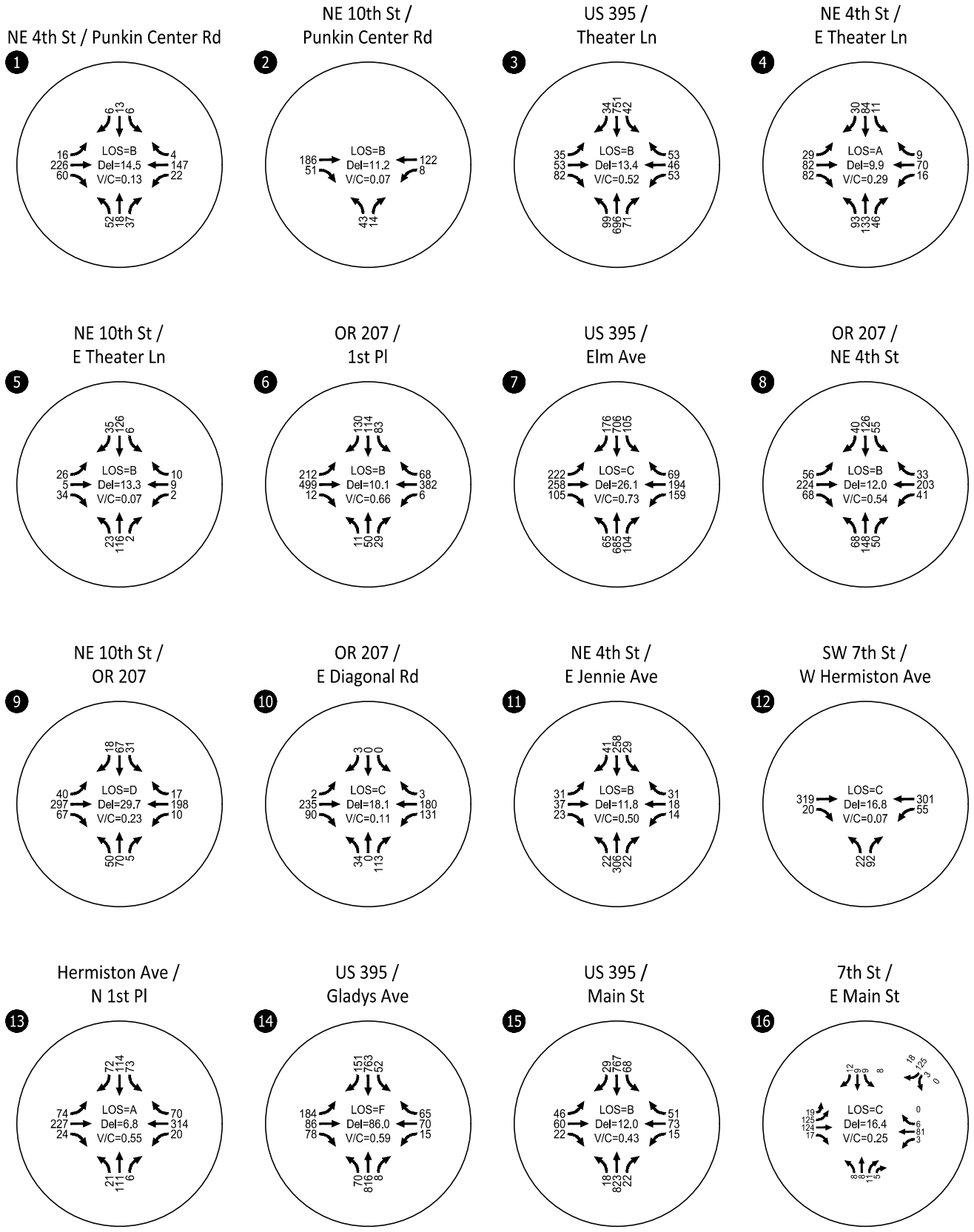
Number	ID	Intersection	Mobility/ Operational Target	Observed Operations	Exceeds Operational Standard
1	999110638	NE 4th St/ Punkin Center	LOS "D"	LOS B	No
2	999110639	NE 10th St/ Punkin Center	LOS "D"	LOS B	No
3	38434	US 395/ Theater Ln	v/c = 0.85	V/C = 0.52	No
4	999110644	NE 4th St/ E Theater Ln	LOS "D"	LOS A	No
5	999110641	NE 10th St/ E Theater Ln*	LOS "D"	LOS B	No
6	22317	OR 207/1st Pl	v/c = 0.90	V/C = 0.66	No
7	22318	US 395/ OR 207	v/c = 0.85	V/C = 0.73	No
8	12824	OR 207/ NE 4th St	v/c = 0.90	V/C = 0.54	No
9	999110655	OR 207/ NE 10th St	v/c = 0.85 major approach v/c = 0.90 minor approach	V/C = 0.23	No
10	999110670	OR 207/E Diagonal Rd	v/c = 0.85 major approach v/c = 0.90 minor approach	V/C = 0.11	No
11	999110645	NE 4th St/ E Jennie Ave	LOS "D"	LOS B	No
12	999110657	SW 7th St/ W Hermiston Ave	LOS "D"	LOS C	No
13	12828	Hermiston Ave/ N 1st Pl	LOS "D"	LOS A	No
14	12830	US 395/ Gladys Ave	v/c = 0.85	V/C = 0.59	No
15	110035	US 395/Main St	v/c = 0.85	V/C = 0.43	No
16	999110647	7th St/ E Main St	LOS "D"	LOS C	No
17	999110636	NE 10th St/ Diagonal Rd	LOS "D"	LOS B	No
18	110036	OR 207/ W Orchard Ave	v/c = 0.90	V/C = 0.73	No

Number	ID	Intersection	Mobility/ Operational Target	Observed Operations	Exceeds Operational Standard
19	999110648	S 1st St/ W Orchard Ave	LOS "D"	**LOS *F***	***Yes***
20	24597	US 395/ Orchard Ave	v/c = 0.85	V/C = 0.46	No
21	19733	OR 207/ Highland Ave	v/c = 0.90	V/C = 0.65[1]	No
22	999110650	SW 7th St/ W Highland Ave	LOS "D"	LOS C	No
23	999110651	S 1st St/ Highland Ave	LOS "D"	LOS C	No
24	12829	US 395/ Highland Ave	v/c = 0.85	V/C = 0.57[1]	No
25	999110652	SE 4th St/ E Highland Ave	LOS "D"	LOS B	No
26	12825	US 395/ SE 4th St	v/c = 0.85	V/C = 0.38	No
27	999110640	US 395/ Port Dr	v/c = 0.80 major approach v/c = 0.90 minor approach	V/C = 0.18	No
28	999110635	US 395/ Airport Rd	v/c = 0.80 major approach v/c = 0.90 minor approach	V/C = 0.20	No
29	999110671	OR 207/ Gettman Rd	v/c = 0.85 major approach v/c = 0.90 minor approach	V/C = 0.10	No
30	999110672	Gettman Rd/ 1st St	LOS "D"	LOS B	No

Cells in the table above that are **bolded**, *italicized*, and highlighted indicate an intersection or lane group fail to meet operational standards.

**Indicated the Weekday Peak Hour occurs in the AM, all other intersection peak hours occurred in the PM.*

[1]Indicates intersection v/c was derived from the ODOT spreadsheet tool, not Vistro, due to a known error.

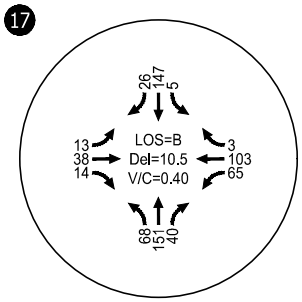


Existing Traffic Conditions
Weekday Peak Hour
Hermiston, Oregon

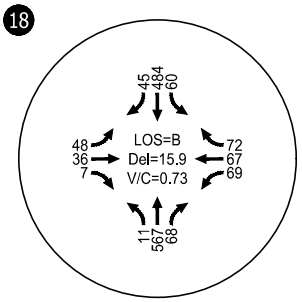
Figure
20A

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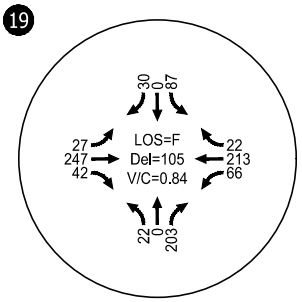
NE 10th St / Diagonal Rd



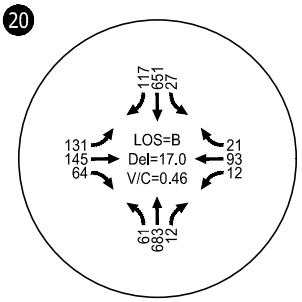
OR 207 / W Orchard Ave



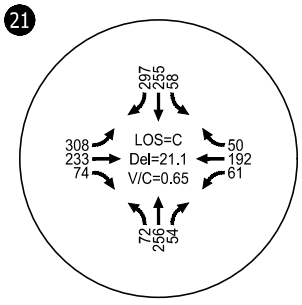
S 1st St / W Orchard Ave



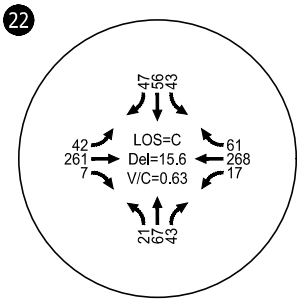
US 395 / Orchard Ave



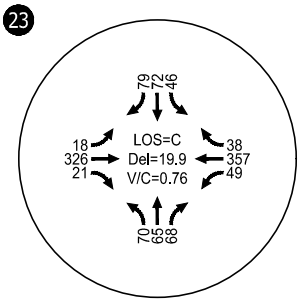
OR 207 / Highland Ave



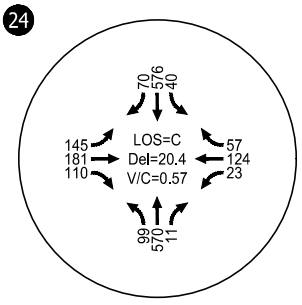
SW 7th St / W Highland Ave



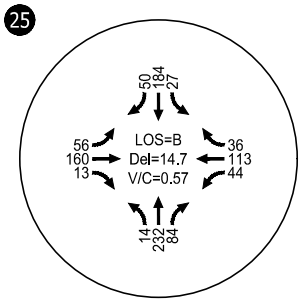
S 1st St / Highland Ave



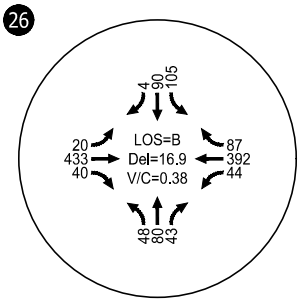
US 395 / Highland Ave



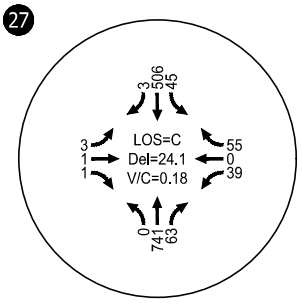
SE 4th St / E Highland Ave



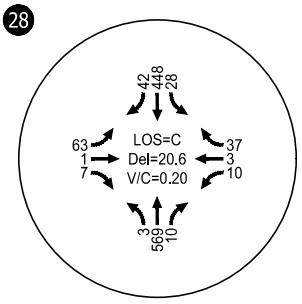
US 395 / SE 4th St



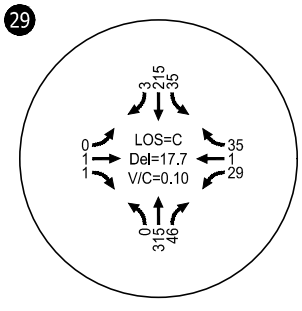
Port Dr / US 395



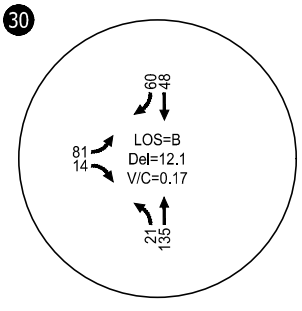
Airport Rd / US 395



OR 207 / Gettman Rd



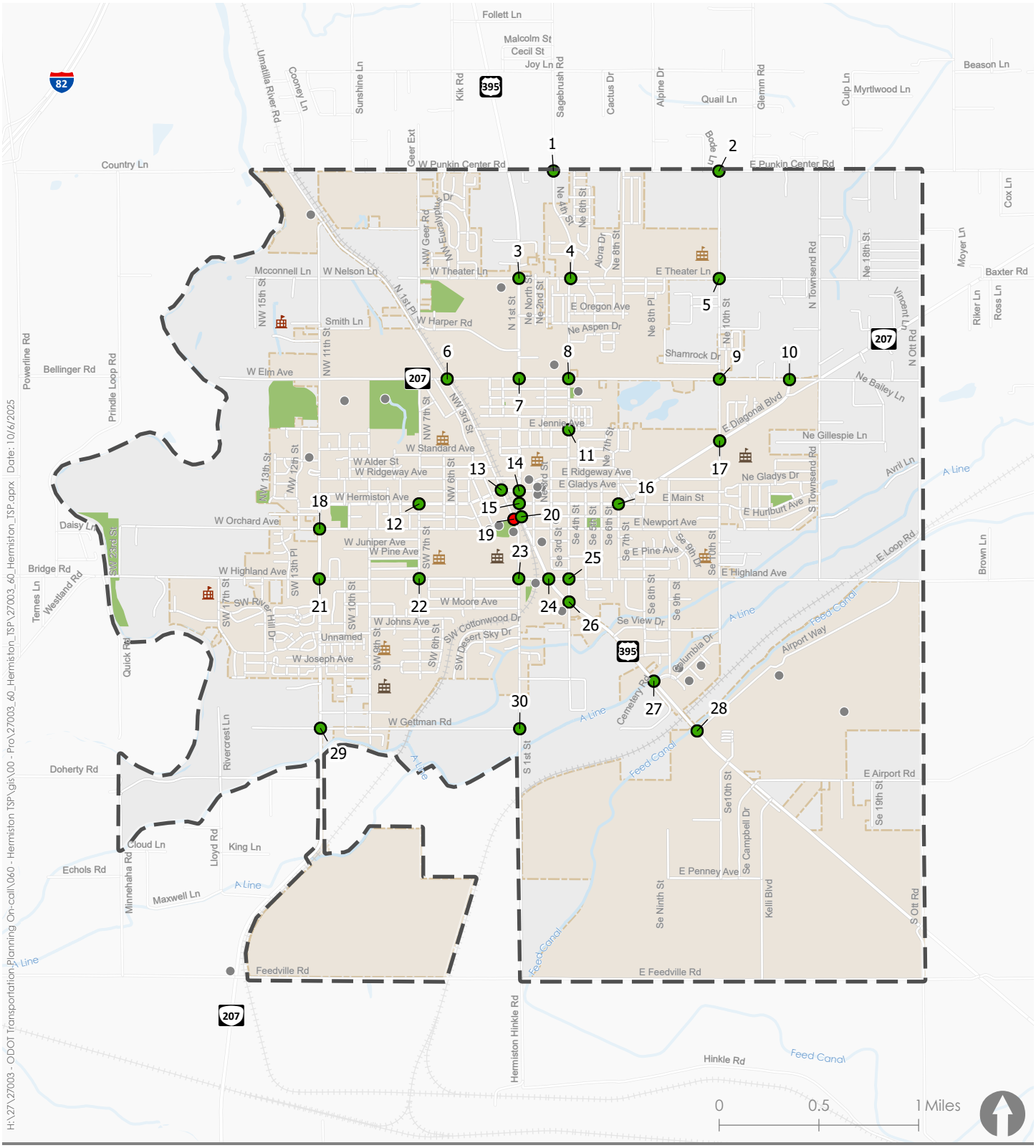
Gettman Rd / 1st St



Existing Traffic Conditions
Weekday Peak Hour
Hermiston, Oregon

Figure
20B

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Existing Operations

- Fails to Meet Mobility Target
- Meets Mobility Target
- Secondary School
- Primary School
- Private School
- Other Key Destinations
- Park
- Hermiston City Limits
- Urban Growth Boundary (Study Area)

Figure 21

Existing Study Intersection Operations

As shown, results indicate that all intersections operate acceptably during year 2025 conditions except for:

- **S 1st St/W Orchard Ave** (#19) which operates at LOS F, exceeding Hermiston's LOS D or better operational threshold.

Most of the study intersections have sufficient storage for the estimated 95th-percentile queue, during year 2025 conditions except for:

- **US 395/Gladys Avenue** (#14) where the EBL movement queue exceeds its available storage space by approximately 175 feet, EBT movement queue exceeds its available storage space by approximately 125 feet, and the WBTR movement queue exceeds its available storage space by approximately 275 feet.
- **OR 207/Highland Drive** (#21) where the SBR movement queue exceeds its available storage space by approximately 25 feet.

For a full list of queuing data, see **Appendix G**.

FUTURE SYSTEM CONDITIONS ANALYSIS (2045)

Intersection Operations Analysis

This section summarizes the intersection operational standards, analysis parameters, and analysis assumptions for the future year 2045 intersection operations analysis.

ANALYSIS METHODOLOGY AND PERFORMANCE STANDARDS

The Future System Conditions Analysis utilizes the same analysis methodology and performance standards as Existing Conditions.

TRAFFIC OPERATIONS ANALYSIS

The planning horizon year for the City of Hermiston TSP Update is 2045. There is no travel demand model for Hermiston. ODOT's Transportation Planning and Analysis Unit (TPAU) developed a traffic volume forecast for the study area utilizing the Statewide Integrated Model (SWIM) and provided the project team with projected growth rates by road segment on these routes. These rates were used to develop the future year 2045 volumes. For details on the calculation methodology of using growth rates, refer to the *Transportation Technical Standards Memorandum*.

Figure 22 summarizes the future year volumes at the study intersections and the resultant v/c ratios, delay, and LOS for the weekday peak hour. Figure 23 illustrates operational results at study intersections based on their respective performance thresholds.

Table 7 identifies study intersection and their operations. 95th percentile queues exceeding their storage are described below. Future year 2045 traffic operation worksheets and queuing data are included in **Attachment H.**

Table 7 Future Year 2045 Study Intersection Performance Summary – Weekday Peak Hour

Number	ID	Intersection	Operational Target	Observed Operations	Exceeds Operational Standard
1	999110638	NE 4th St/ Punkin Center	LOS "D"	LOS C	No
2	999110639	NE 10th St/ Punkin Center	LOS "D"	LOS B	No
3	38434	US 395/ Theater Ln	v/c = 0.85	V/C = 0.62	No
4	999110644	NE 4th St/ E Theater Ln	LOS "D"	LOS B	No
5	999110641	NE 10th St/ E Theater Ln*	LOS "D"	LOS C	No
6	22317	OR 207/1st Pl	v/c = 0.90	V/C = 0.77	No
7	22318	US 395/ OR 207	v/c = 0.85	***V/C = 0.90***	***Yes***
8	12824	OR 207/ NE 4th St	v/c = 0.90	V/C = 0.65	No
9	999110655	OR 207/ NE 10th St	v/c = 0.85 major approach v/c = 0.90 minor approach	V/C = 0.78	No
10	999110670	OR 207/E Diagonal Rd	v/c = 0.85 major approach v/c = 0.90 minor approach	V/C = 0.30	No
11	999110645	NE 4th St/ E Jennie Ave	LOS "D"	LOS C	No
12	999110657	SW 7th St/ W Hermiston Ave	LOS "D"	LOS C	No
13	12828	Hermiston Ave/ N 1st Pl	LOS "D"	LOS A	No
14	12830	US 395/ Gladys Ave	v/c = 0.85	V/C = 0.77	No
15	110035	US 395/Main St	v/c = 0.85	V/C = 0.57	No
16	999110647	7th St/ E Main St	LOS "D"	LOS D	No
17	999110636	NE 10th St/ Diagonal Rd	LOS "D"	LOS C	No
18	110036	OR 207/ W Orchard Ave	v/c = 0.90	V/C = 0.86	No

Number	ID	Intersection	Operational Target	Observed Operations	Exceeds Operational Standard
19	999110648	S 1st St/ W Orchard Ave	LOS "D"	***LOS F***	***Yes***
20	24597	US 395/ Orchard Ave	v/c = 0.85	V/C = 0.55	No
21	19733	OR 207/ Highland Ave	v/c = 0.90	V/C = 0.88[1]	No
22	999110650	SW 7th St/ W Highland Ave	LOS "D"	***LOS F***	***Yes***
23	999110651	S 1st St/ Highland Ave	LOS "D"	***LOS F***	***Yes***
24	12829	US 395/ Highland Ave	v/c = 0.85	V/C = 0.80[1]	No
25	999110652	SE 4th St/ E Highland Ave	LOS "D"	***LOS E***	***Yes***
26	12825	US 395/ SE 4th St	v/c = 0.85	V/C = 0.47	No
27	999110640	US 395/ Port Dr	v/c = 0.80 major approach v/c = 0.90 minor approach	V/C = 0.28	No
28	999110635	US 395/ Airport Rd	v/c = 0.80 major approach v/c = 0.90 minor approach	V/C = 0.32	No
29	999110671	OR 207/ Gettman Rd	v/c = 0.85 major approach v/c = 0.90 minor approach	V/C = 0.16	No
30	999110672	Gettman Rd/ 1st St	LOS "D"	LOS B	No

Cells in the table above that are **bolded**, *italicized*, and highlighted indicate an intersection or lane group fail to meet operational standards.

**Indicated the Weekday Peak Hour occurs in the AM, all other intersection peak hours occurred in the PM.*

[1]Indicates intersection v/c was derived from the ODOT spreadsheet tool, not Vistro, due to a known error.

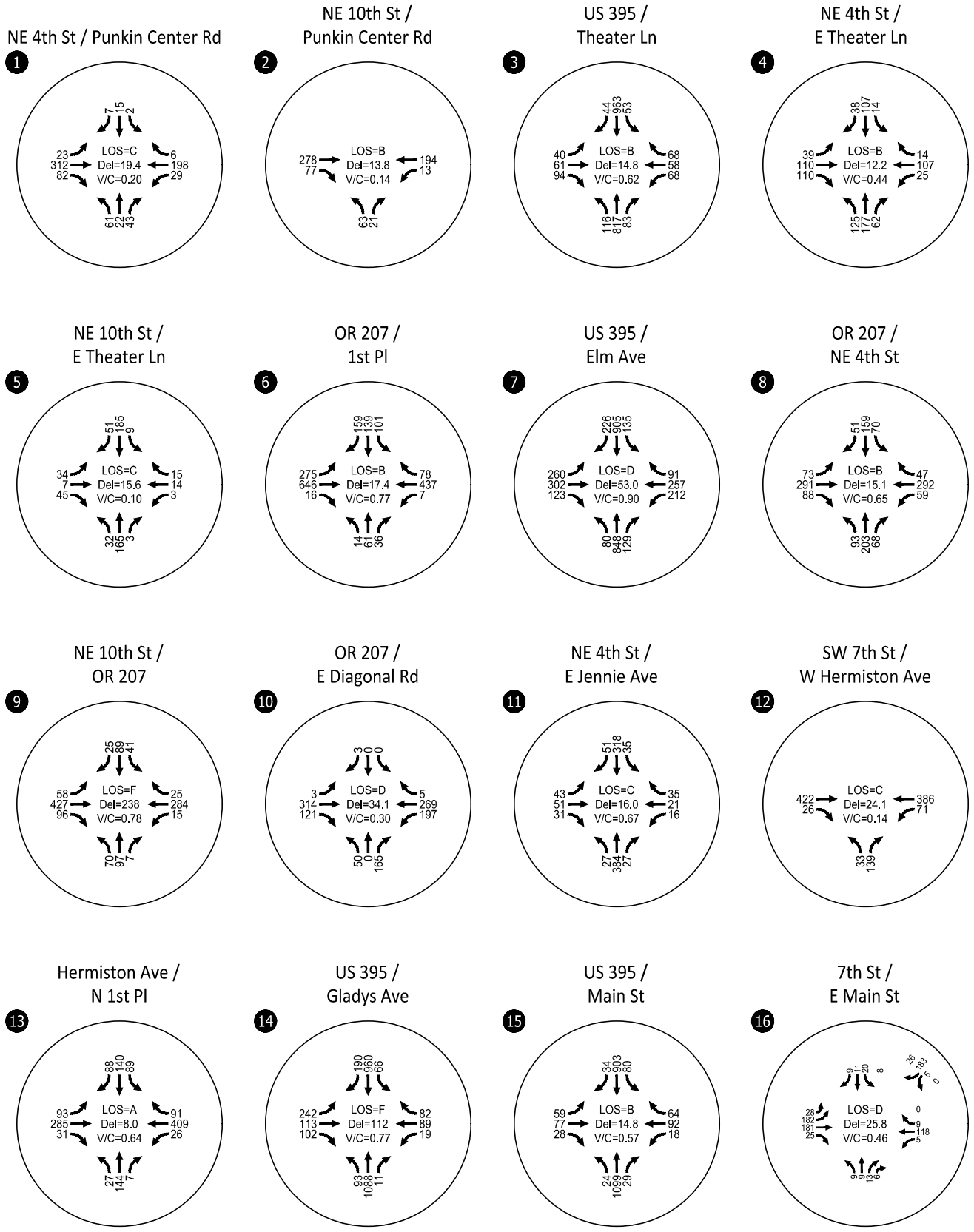
As shown, results indicate that most intersections operate acceptably during the future year 2045 except for:

- **US 395/OR 207** (#7) is projected to operate at v/c 0.90, exceeding ODOT's 0.85 v/c or better operational threshold.
- **S 1st/W Orchard Avenue** (#19) is projected to operate at LOS F, exceeding Hermiston's LOS D or better operational threshold.
- **SW 7th Street/W Highland Avenue** (#22) is projected to operate at LOS F, exceeding Hermiston's LOS D or better operational threshold.
- **S 1st Street/Highland Avenue** (#23) is projected to operate at LOS F, exceeding Hermiston's LOS D or better operational threshold.
- **SE 4th Street/E Highland Avenue** (#25) is projected to operate at LOS E, exceeding Hermiston's LOS D or better operational threshold.

Most study intersections are expected to have sufficient storage for the estimated 95th-percentile queues during year 2045 conditions except for:

- **OR 207/1st Place** (#6) where the EBL movement queue is forecast to exceed its available storage space by approximately 25 feet.
- **US 395/Gladys Avenue** (#14) where the NBT, NBTR, EBL, EBTR, and WBTR queues are forecast to exceed their available storage space by 75, 75, 225, 400, and 450 feet respectively.
- **US 395/Main Street** (#15) where the NBT and NBTR queues are forecast to exceed their available storage space by 25 each.
- **OR 207/W Orchard Avenue** (#18) where the SBTLR queue is forecast to exceed its available storage space by approximately 50 feet.
- **S 1st Street/W Orchard Avenue** (#19) where the SBTLR queue is forecast to exceed its available storage space by approximately 175 feet.
- **US 395/Orchard Avenue** (#20) where the EBL and EBTR queues are forecast to exceed their available storage space by approximately 100 and 150 feet respectively.
- **OR 207/Highland Drive** (#21) where the SBR queue is forecast to exceed its available storage space by approximately 125 feet.
- **S 1st Street/Highland Avenue** (#23) where the WBTR queue is forecast to exceed available storage space by approximately 25 feet.

For a full list of queuing data, see **Appendix H**.

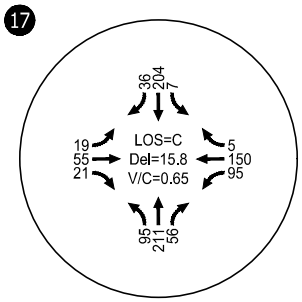


Future Traffic Conditions
Weekday Peak Hour
Hermiston, Oregon

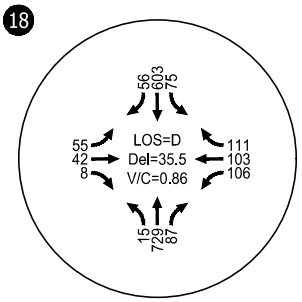
Figure
22A

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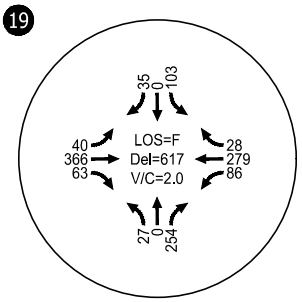
NE 10th St / Diagonal Rd



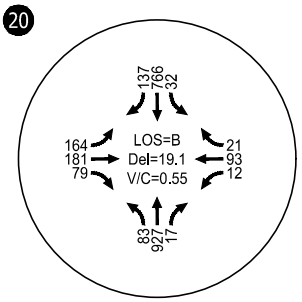
OR 207 / W Orchard Ave



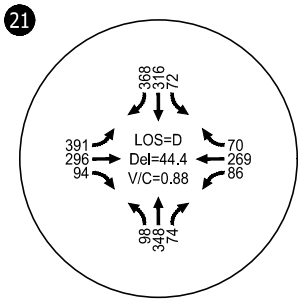
S 1st St / W Orchard Ave



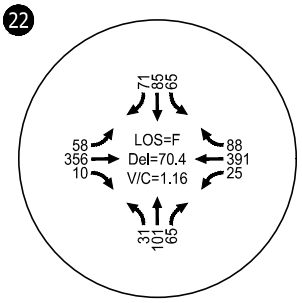
US 395 / Orchard Ave



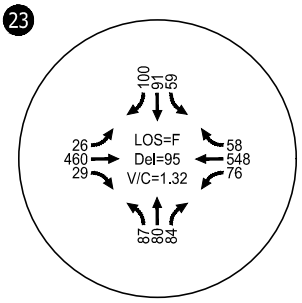
OR 207 / Highland Ave



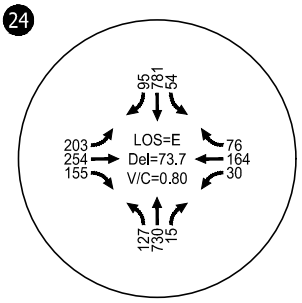
SW 7th St / W Highland Ave



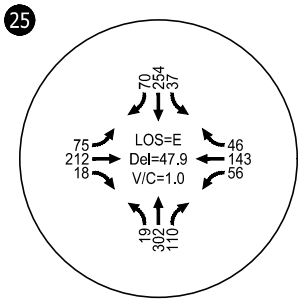
S 1st St / Highland Ave



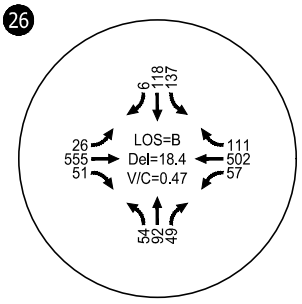
US 395 / Highland Ave



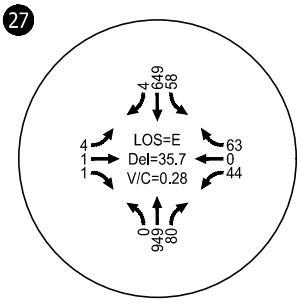
SE 4th St / E Highland Ave



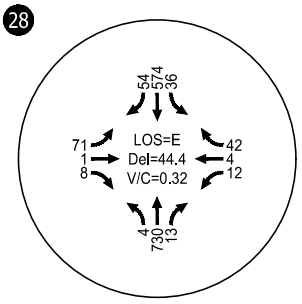
US 395 / SE 4th St



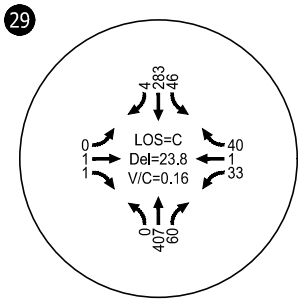
Port Dr / US 395



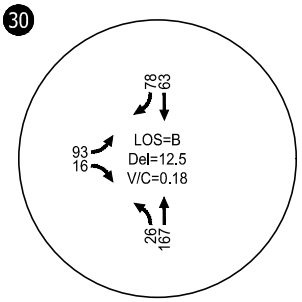
Airport Rd / US 395



OR 207 / Gettman Rd



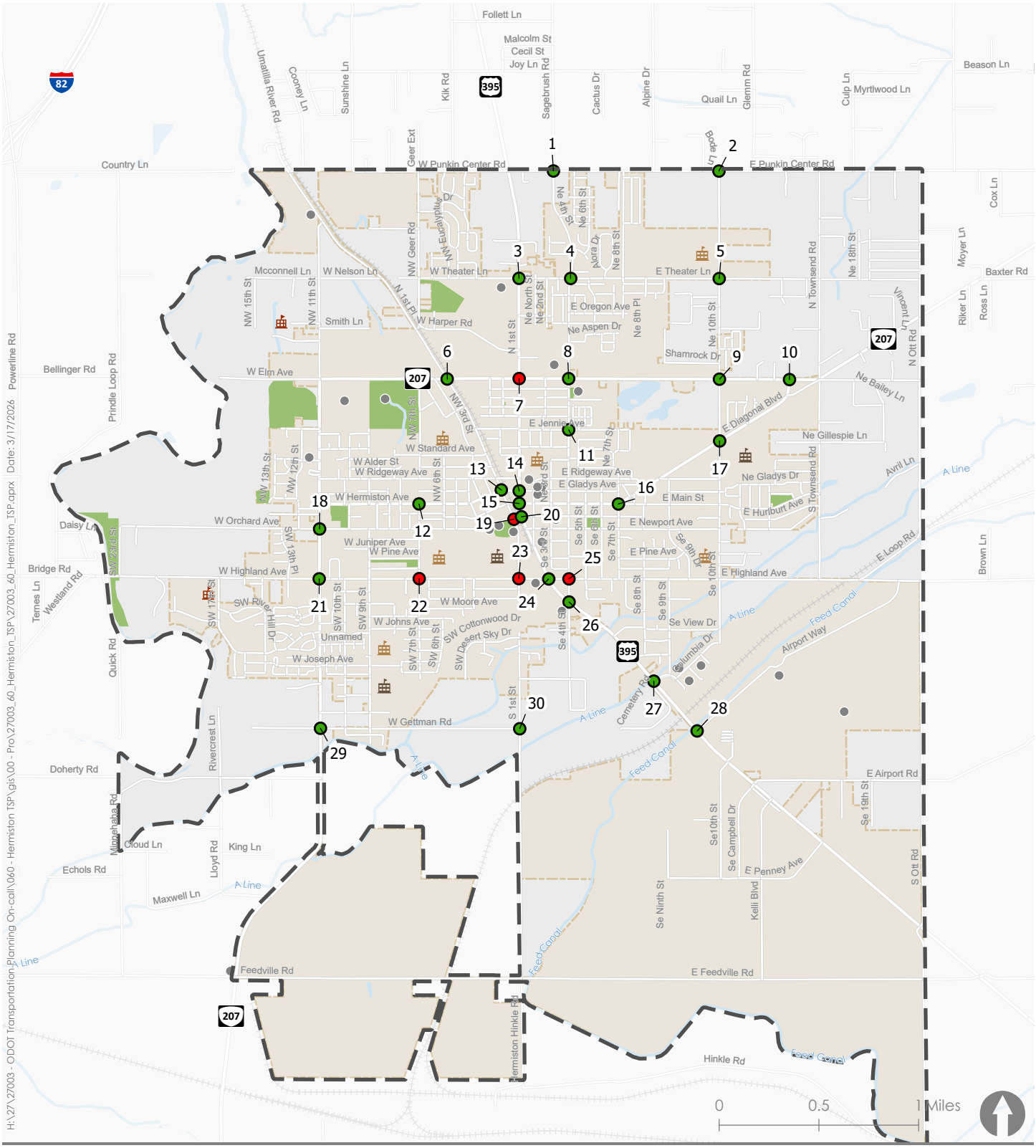
Gettman Rd / 1st St



Future Traffic Conditions
Weekday Peak Hour
Hermiston, Oregon

Figure
22B

H:\27\27003 - ODOT Transportation Planning On-call\060 - Hermiston TSP\design\Figs\27003-060_Figures.dwg Mar 19, 2026 - 8:40am - jdelgado Layout Tab: 2045 Peak (2)



Future Operations

- Fails to Meet Mobility Target
- Meets Mobility Target

- Secondary School
- Primary School
- Private School
- Other Key Destinations

- Park
- Hermiston City Limits
- Urban Growth Boundary (Study Area)

Figure 23

Future Year Study Intersection Operations

Adjusted Growth Rate Traffic Operations

In conversations with City staff, they indicated they felt the SWIM model may be under-projecting growth in the City's northeast quadrant (i.e., the area bounded by US 395 to the west, the UGB boundary to the east and north, and Main Street to the south). The project team reviewed a memo provided by the city looking at future residential construction planned or expected in its northeast quadrant and compared it to the growth projections in the SWIM model. The number of new households projected by the City was converted to population using a persons per household conversion factor derived from US Census Bureau Data (2.89 persons/household). This analysis found that the SWIM model projected 18% (i.e., 1615 persons) total growth in the quadrant compared to 28% (i.e., 2532 persons) the City projected. Given this, the project team conducted a sensitivity analysis for study intersections in the northeast quadrant using the City's projected growth rate. Table 8 displays the projected operations for intersections in the city's northeast quadrant with the City's growth rate.

Table 8 Adjusted Future Year 2045 Study Intersection Performance Summary – Weekday Peak Hour

Number	ID	Intersection	Operational Target	Adjusted Observed Operations	Exceeds Operational Standard
1	999110638	NE 4th St/ Punkin Center	LOS "D"	LOS C	No
2	999110639	NE 10th St/ Punkin Center	LOS "D"	LOS C	No
3	38434	US 395/ Theater Ln	v/c = 0.85	V/C = 0.62	No
4	999110644	NE 4th St/ E Theater Ln	LOS "D"	LOS B	No
5	999110641	NE 10th St/ E Theater Ln*	LOS "D"	LOS C	No
7	22318	US 395/ OR 207	v/c = 0.85	***V/C = 0.94***	***Yes***
8	12824	OR 207/ NE 4th St	v/c = 0.90	V/C = 0.70	No
9	999110655	OR 207/ NE 10th St	v/c = 0.85 major approach v/c = 0.90 minor approach	***V/C = 2.13 (minor approach)***	***Yes***
10	999110670	OR 207/E Diagonal Rd	v/c = 0.85 major approach v/c = 0.90 minor approach	V/C = 0.49	No
11	999110645	NE 4th St/ E Jennie Ave	LOS "D"	LOS C	No

Number	ID	Intersection	Operational Target	Adjusted Observed Operations	Exceeds Operational Standard
14	12830	US 395/ Gladys Ave	v/c = 0.85	V/C = 0.81	No
15	110035	US 395/Main St	v/c = 0.85	V/C = 0.60	No
17	999110636	NE 10th St/ Diagonal Rd	LOS "D"	LOS C	No

Cells in the table above that are **bolded**, *italicized*, and highlighted indicate an intersection or lane group fail to meet operational standards.
*Indicated the Weekday Peak Hour occurs in the AM, all other intersection peak hours occurred in the PM.

One intersection previously meeting operational standards would fail to meet operational standards with the revised growth rate and another would be at target.

- **US 395/ OR 207 (#7)** is projected to operate at a v/c of 0.94, exceeding ODOT's v/c operational threshold of 0.85.
- **OR 207/ NE 10th Street (#9**) the northbound left-turn movement is projected to operate at a v/c 2.13 and the southbound left-turn movement is projected to operate at a v/c of 1.30, both exceeding ODOT's 0.90 or better operational threshold.

MULTIMODAL ANALYSIS

The multimodal transportation analysis was conducted in accordance with the methodologies identified in Chapter 14 of ODOT's APM and the *Transportation Technical Standards Memorandum*. **Appendix I** includes toolbox that provides improvement options to enhance the bicycle, pedestrian, and transit experience.

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 and intersections to accommodate pedestrians in urban and rural environments. As applied by Chapter 14 of ODOT's APM, this methodology classifies four levels of traffic stress that a pedestrian can experience on or crossing the street, ranging from PLTS 1 (little traffic stress) to PLTS 4 (high traffic stress).

SEGMENTS

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 typically based on four criteria: sidewalk condition, physical buffer type, total buffer width, and general land use. For this analysis, only data on sidewalk presence, physical buffer type (verified via satellite imagery) and width (verified via satellite imagery) and general land use were available. Segments were scored from 1 to 4 based on adjacent land use and the presence or absence of sidewalks/buffers. The highest score (worst LTS) was used to determine the overall PLTS rating for each segment. Figure 24 shows the PLTS results for arterial and collector streets in the Hermiston UGB. This analysis is completed at the segment level using available data. As a result, some segments classified as PLTS 3 or 4 may include small sections portions with lower PLTS scores.

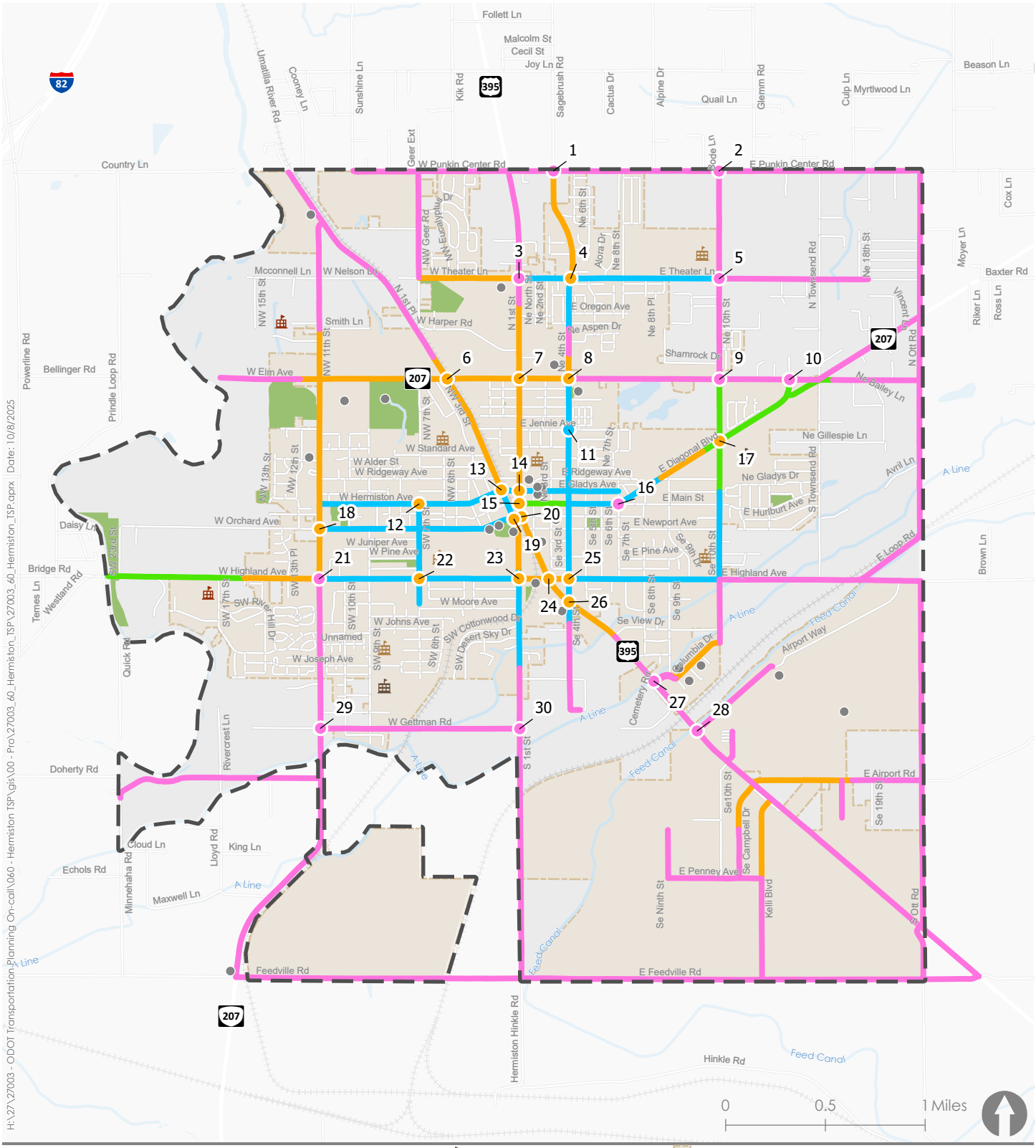
As shown in Figure 24, most arterial and collector streets in Hermiston have segments rated between PLTS 2 and 4. Most of the PLTS 4 segments have no sidewalk, have curb-tight sidewalks along high-speed roads, or are adjacent to heavy industrial land use. They are also typically found toward the periphery of the UGB. Segments rated PLTS 3 may have curb-tight sidewalks, with limited to no buffer, or be adjacent to big box commercial or light industrial land use. PLTS 2 segments are located closer to the center of Hermiston and are often buffered from roadways with low-moderate speed limits. There are several segments rated PLTS 1, which are primarily shared use paths in the western side of the city and one section along Diagonal Road.

INTERSECTIONS

A crossing that is rated PLTS 1 generally has a small number of lanes to cross, slow speed, low vehicle volumes, ADA compliant ramps, crosswalk enhancements, and median refuge islands. These crossings are generally suitable for all pedestrians, including children. A crossing that is rated PLTS 4 generally has high traffic volumes and travel speeds, no enhancements, may not have curb ramps, and are perceived as unsafe by most adults. Per the APM, PLTS 2 is considered a reasonable target for most crossings due to its acceptability with most pedestrians. The highest LTS score controls an intersection, and as such, the worst PLTS is reported at each study intersection.

As shown in Figure 24, PLTS4 intersections are spread across the UGB. In some cases, the PLTS may be worse than the segments that cross it. This is driven by nonexistent or outdated pedestrian ramps, presenting barriers to safe use by disabled individuals. None of the study intersections had a PLTS of 1, which in part is caused by the study intersections selected in this TSP and in part due to a lack of crossing enhancements in the UGB generally.

Attachment J contains detailed information on the PLTS analysis results.



Intersection PLTS

- 2
- 3
- 4

Segment PLTS

- PLTS 1
- PLTS 2
- PLTS 3
- PLTS 4

- Secondary School
- Primary School
- Private School
- Other Key Destinations
- Hermiston City Limits
- Park
- Urban Growth Boundary (Study Area)

Figure 24

Pedestrian Level of Traffic Stress

KITTELSON & ASSOCIATES

Pedestrian LTS Needs and Gaps

As seen in Figure 24, significant segments of the collectors and arterial roadways in Hermiston have a pedestrian LTS of 3 or 4. In most cases, the LTS 4 is because there is no sidewalk along that stretch of road. Additionally, growth is leading to development in areas with limited pedestrian infrastructure, intensifying the need to bring collector and arterial roads up to urban standards by adding sidewalks and buffers, particularly near schools, key destinations, and areas with major gaps in the network. In addition, improving sidewalks along higher speed or industrial-serving roads would improve pedestrian comfort and safety. Data on sidewalk conditions was not available for this analysis which could mean that portions of the mapped LTS network could change if that data becomes available in the future. Over a third of study intersections have a PLTS of 4, largely driven by outdated or missing pedestrian ramps, gaps in pedestrian infrastructure, or roadway characteristics (speed, volumes).

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 people biking in urban and rural environments. As applied by Chapter 14 of ODOT's APM, 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 bicyclists.

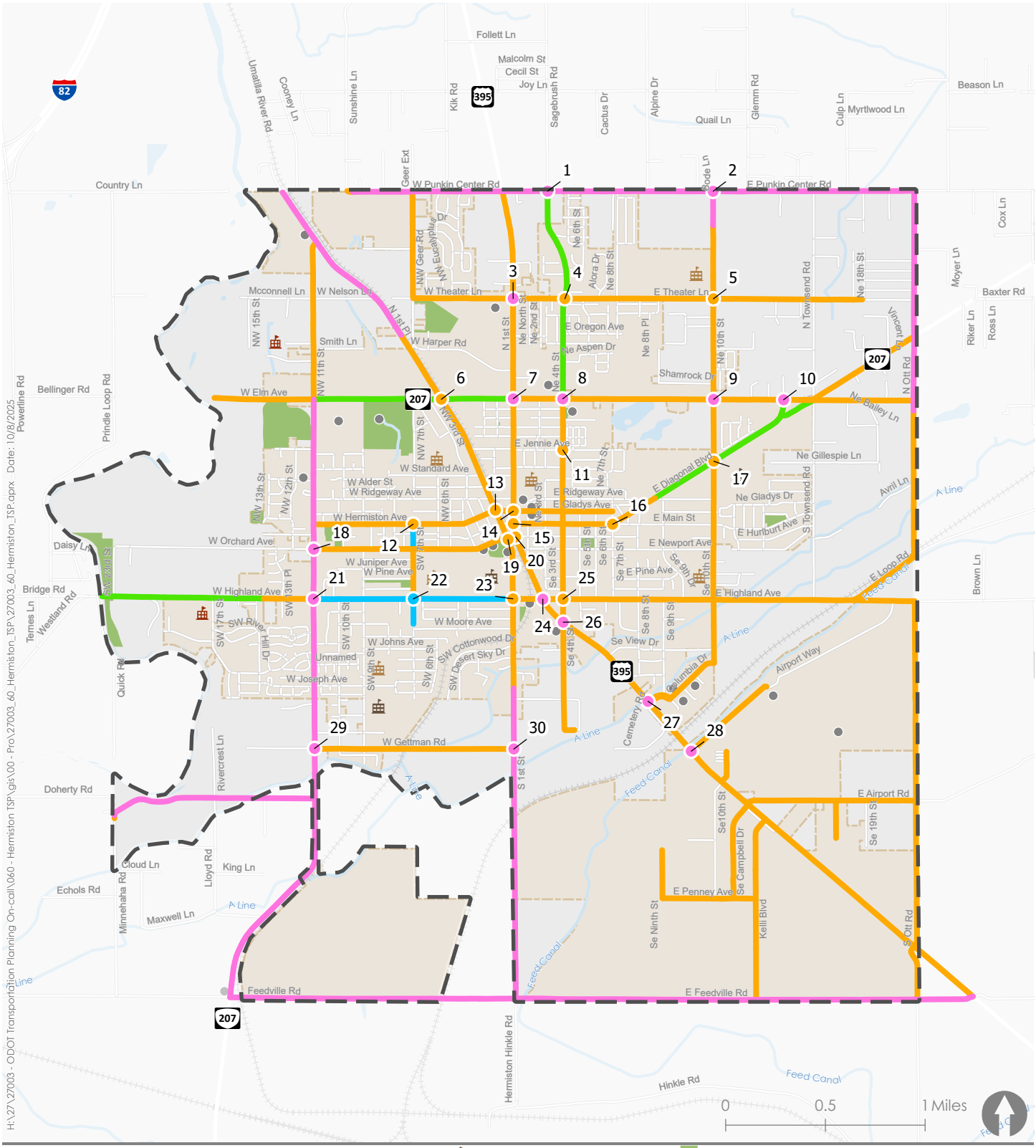
SEGMENTS

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 identified in Chapter 14 of the APM. BLTS calculation methodology varies based on the type of bicycle facility (bike lane versus mixed traffic). Figure 25 shows the BLTS results for arterial and collector streets in the Hermiston UGB. This analysis is completed at the segment level using available data. As a result, some segments classified as PLTS 3 or 4 may include small sections portions with lower PLTS scores. As shown in Figure 25, most arterial and collector streets in Hermiston are rated BLTS 3 or 4. The segments rated BLTS 3 or BLTS 4 may have no bike lanes or bike lanes that are too narrow or not physically separated when motor vehicle volumes and speeds are higher. Adding additional bicycle infrastructure and managing motor vehicle speeds could improve BLTS ratings on these streets. The few segments rated BLTS are either streets with a narrow bike lane adjacent to a parking lane or streets with mixed traffic but low speeds and low motor vehicle volumes.

INTERSECTIONS

A BLTS score for an intersection is derived for a review of roadway speeds, volumes, number of lanes crossed, presence of a median refuge island, signalized intersection characteristics, and intersection geometry. Intersection BLTS differs based on the crossing type (unsignalized, signalized, roundabout). Figure 25 shows the BLTS for study intersections in the Hermiston UGB. As shown in Figure 25, over a third of study intersections have a BLTS of 4. This is driven by roadway speeds, volumes, signal phasing, and the number of lanes crossed.

Hermiston's local street network, which was not included in this analysis, can play an important supporting role in the overall bike network by offering lower-stress routes for short local trips, especially within neighborhoods or to nearby schools, parks, and shopping areas. These streets typically have lower traffic volumes and speeds, making them more comfortable for a wider range of cyclists. However, the current limited connectivity of the local street grid restricts its practicality for longer-distance trips, often forcing riders to rely on the arterial and collector roads, which are less bike-friendly. **Attachment J** contains detailed information on the BLTS analysis results.



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Intersection BLTS

- 2
- 3
- 4

Segment BLTS

- BLTS 1
- BLTS 2
- BLTS 3
- BLTS 4

- Secondary School
- Primary School
- Private School
- Other Key Destinations
- Park
- Hermiston City Limits
- Urban Growth Boundary (Study Area)

Figure 25

Bicycle Level of Traffic Stress

Bicycle Needs and Gaps

As seen in Figure 25, nearly all of Hermiston's collector and arterial roadways and study intersections have a bicycle LTS of 3 or 4. This indicates that only experienced riders will be find riding along those roadways tolerable. This is the case because Hermiston only contains a small network of dedicated bicycle facilities, and where they do exist, narrow widths and lack of physical separation present additional barriers to bicyclist comfort. Additionally, crossings for bicyclists lack enhancements and safety features. To improve conditions, the city should expand and add dedicated bicycle facilities that provide safe and comfortable infrastructure across key routes, enhance unsignalized crossings, and implement safety features at signalized intersections (e.g. no right on red). Enhancing the connectivity of its local street network would support low-stress bike travel for short trips and reduce reliance on less bike-friendly arterial and collector roads.

ATTACHMENTS

A. Land Use Assessment
B. 2024 City Public Works Standards, Technical Specification, and Standard Drawings
C. 1997 County Road Department Standards
D. Transportation Technical Standards Memorandum
E. City of Hermiston TSP Crash Analysis
F. Traffic Counts
G. Existing Year 2025 Traffic Operations Worksheets and Queuing Data
H. Future Year 2045 Traffic Operation Worksheets and Queuing Data
I. Bicycle, Pedestrian, and Transit Toolbox
J. Detailed Pedestrian and Bicycle Level of Traffic Stress Analyses

ATTACHMENT A – LAND USE ASSESSMENT

urbsworks

Date 26 July 2025

Subject City of Hermiston TSP

To Corrie Parrish, Kittelson & Associates

From Marcy McInelly, AIA, Urbsworks, Inc.

CITY OF HERMISTON TRANSPORTATION SYSTEM PLAN UPDATE

2.4.3 – Land Use Assessment Draft

Contents of this memo

1. Overview of land use opportunities and constraints for development.
2. Types of ordinance amendments to implement objectives.
3. Document summary – Land use reports including Economic Opportunities Analysis (EOA), Buildable Lands Inventory (BLI), and Housing Capacity Analysis (HCA).

1 | Overview of land use opportunities and constraints for development

Residential land and population trends

Below are principal findings regarding residential land uses and population trends from the Buildable Lands Inventory (BLI), and the Housing Capacity Analysis (HCA). Both documents were produced in 2021. See pages 8-11 for additional information.

Increase in population. Between 2000 and 2020 Hermiston saw a substantial increase in population (42%). Household population grew from 2000 to 2020, as well. Household sizes (at 2.8) are higher than national trends.

Younger population. Defying other national trends, Hermiston has a younger average population than the county, with a greater share of children: Hermiston residents under age 15 making up about a quarter of the population (27%).

Income trends. Median income in Hermiston grew by an estimated 10% between 2010 and 2020, although, similar to national trends, local median income did not keep pace with inflation. The median household income is $52,000, with the largest income cohorts are households earning between $50k and $75k. Poverty rate is 21% which is a higher poverty rate than in the county (18%) and state (17%).

More homeowners than renters. Hermiston has a greater share of homeowner households than renter households (60% to 40%), and the ownership rate has risen since 2000 (from an estimated 55%). During the same period, the statewide rate of homeownership fell (from 64% to 61%). Nationally, the homeownership rate is 66%. Interestingly, the estimated ownership rate is higher across Umatilla County (64%) than it is in Hermiston or the state overall.

Large number of cost-burdened households. There is a large percentage of housing cost burdened households in Hermiston. These residents spend more than 30% of their income on gross rent and make up 35% of renters. Additionally, 15% of renters are severely rent-burdened, spending 50% or more of their income on housing.

Housing needs. There is a total estimated capacity for over 18,000 units of different types within the UGB. New housing needs to be more affordable, and, with multidwelling housing limited, there is a need for more types of housing (Hermiston lacks a true High Density Residential zone). The housing market has a low vacancy rate (<5% vacancy).

Ample land for housing. There is ample future capacity for low-density, medium -density, and high-density housing types in the Hermiston UGB. A large amount of this land is located in the Future Residential (F-R) areas on the east and west sides of the UGB (43%, 5,239 acres). Only 3-4% of this land is considered constrained, and the timeline for development is immediate to near-term, depending on infrastructure.

Middle housing. Medium-Density Residential zones are considered best suited for "middle housing" such as single-family attached, mobile homes and duplexes through fourplexes. In these zones, there is an estimated capacity for 12,622 housing units, roughly 70% of the total unit capacity.

Apartment housing. As mentioned above, Hermiston lacks a true High Density Residential zone. Projected demand for larger apartment complexes is allocated to the R-4 and R-R zones (density: 10 units/acre and 12 units/acre respectively) which have an estimated capacity of nearly 3,300 new units, or 18% of the total unit capacity.

Jobs/Household Ratio. Hermiston job numbers in 2017 featured a fairly low jobs-to-households ratio. There were an estimated 7,500 jobs in the city of Hermiston and an estimated 7,673 households in Hermiston. This represents roughly 1 local job per household. The HCA uses numbers from the 2017 Census, the most recent year available when the HCA was written (2021). Hermiston job numbers cited in the EOA are more recent, see next section.

Employment trends and opportunities

Below are principal findings regarding employment land uses and population trends from the draft Employment Opportunities Analysis (EOA), produced in 2024. Because this document was produced 3 years after the BLI and HCA, it uses more recent data. See pages 12-14 for additional information about the EOA.

Hermiston jobs. As of 2024, according to the EOA, Hermiston was home to an estimated 9,950 jobs. The largest sectors by number of jobs are health care, retail, transportation/warehousing, and tourism including dining and lodging. The city is expected to add nearly 5,100 jobs by 2044.

Job growth. A significant share of job growth is projected in the data center industry (40%), with accompanying growth in construction and supportive information-sector jobs among vendors and suppliers. Forecasts show 55% of new employment in industrial categories (including data centers) and 45% in commercial categories.

Employment land. The inventory of remaining buildable lands points to a lack of larger industrial sites. If large sites can be made available, the region has a strong competitive advantage for industrial job growth, particularly data centers. While the supply of small commercial sites is adequate, large sites are limited, with few mid-sized sites of 5 to 20 acres,

and no sites over 50 acres (although there are two identified commercial sites of 30 – 49 acres).

2 | Types of ordinance amendments to implement objectives

Below is a comprehensive listing of the types of ordinance amendments that will be the focus of Task 5. Which specific ordinance amendments are prioritized and completed in Task 5 will be based on the outcomes of:

- Task 3 Community visioning and fact finding,
- Task 4 Land use and transportation concept designs and outreach, and
- Ordinance amendments identified as the most effective at achieving the project objectives.

Project objectives

- Commit to achieving zero roadway fatalities and serious injuries
- Provide transportation choices for underserved residents
- Improve pedestrian mobility and safety
- Create walkable and transit-friendly community
- Enhance Safe Routes to School ("SRTS") and neighborhood connectivity
- Foster collaborative local and regional partnerships
- Support economic vitality and growth
- Implement sustainable and equitable solutions
- Seek ways to relieve traffic congestion

Connectivity and access

- Multi-modal connectivity and access standards.
- Street connectivity, blocks, and accessways.
- Block size and perimeter standards.

Public realm standards

- Public realm design to support ground floor residential.
- Public realm design to support traditional downtown uses.

Site design

- Site design to minimize the visual impacts of garages, driveways, and parking areas.
- Site design to support pedestrian and bicycle circulation.

Building siting, frontage, and orientation

- Building orientation and frontage design to support a pedestrian-oriented and sociable street environment.
- Ground floor design for residential buildings, nonresidential, and mixed-use buildings.
- Location, siting, design, and orientation of drive-through facilities.
- Compact, mixed-use development for vertical and horizonal mixed-use configurations.

Other

- Transit Facilities. – orientation, access, and siting standards.

Specific recommended strategies for housing

- Increase the range of permitted housing types in residential zones.
- Permit higher intensity middle housing in commercial zones.
- Right-size parking requirements and site design standards to support housing goals.
- Establish design strategies for residential development in different context areas and translate strategies into implementing ordinance language.

Land use-transportation context	Example strategies
Downtown / Urban renewal area activity center	· Public realm design to support ground floor residential · Public realm design to support traditional downtown uses · Building orientation and frontage design to support a pedestrian-oriented and sociable street environment. · Ground floor design for residential buildings, nonresidential, and mixed-use buildings.

Neighborhood activity centers	· Compact, mixed-use development for vertical and horizontal mixed-use configurations
Employment activity centers	· Transit Facilities. – orientation, access, and siting standards · Site design to minimize the visual impacts of garages, driveways, and parking areas · Site design to support pedestrian and bicycle circulation. · Public realm design to support ground floor residential.
Arterials, major collectors	· Location, siting, design, and orientation of drive-through facilities. · Public realm design to support ground floor residential.
Infill	· Site design to minimize the visual impacts of garages, driveways, and parking areas. · Public realm design to support ground floor residential.
Land division	· Multi-modal connectivity and access standards · Street connectivity, blocks, and accessways. · Block size and perimeter standards

Reference documents for policy guidance, model codes or ordinances, and best practices

- Middle housing SB 458 Expedited Middle Housing Land division
- Middle housing HB 2138 (2025), esp. Transportation Impact Analysis rules for middle housing
- ODOT Blueprint for Urban Design on state facilities. This document is now integrated into the ODOT Highway Design Manual.
- CFEC Model Code for Walkable Communities Model Code
- Middle housing HB 2001
- Oregon Prefabricated and Modular Housing Model Code and Audit Workbook

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3 | Document summary

Documents reviewed:

- Buildable Lands Inventory (BLI), 2021
- Housing Capacity Analysis (HCA), 2021
- Draft Economic Opportunities Analysis (EOA), 2024

Buildable Lands Inventory (BLI)	
Document purpose, authors, date	To identify and evaluate residential land within Hermiston's Urban Growth Boundary (UGB) for housing capacity. The results will inform the Residential Land Needs Analysis (RLNA) and the Measures to Accommodate Needed Housing. *Crawford, B., Doxsee, C. J., & Rudzinski, D. (2021, January 26). Hermiston Buildable Lands Inventory – Methodology and Results. Angelo Planning Group.* *January 26, 2021*
Demographic trends	Not applicable; demographic trends are addressed in the Housing Capacity Analysis.
Development opportunities	Vacant and partially vacant residential parcels, located primarily in the Future Residential (F-R) areas on the east and west sides of the UGB. Development timeline: Immediate to near-term, depending on infrastructure. · Specifically, residential development at an estimated total of 2562.9 buildable acres and 18,075 potential housing units. · Possible density and capacity (18,075 units) versus observed density and capacity trends (15,048 - 15,942 units).
Development constraints	· Steep slopes >25% · Wetlands and streams · Canals with 25-foot buffer

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Buildable Lands Inventory (BLI)	
	The BLI identifies about 190 residential-zoned acres constrained (out of 5,240 total). Some constrained acreage occurs in R-1, R-2, R-3, R-4, and R-R residential zoning designations, but is concentrated in R-1 and R-3 zones (40 acres out of 920 total, and 18 acres out of 545 total, respectively)
Key Findings	· 5,239 acres of residential land in the UGB. · 3–4% is constrained. · F-R zone makes up ~43% of residential land. · Most land is available for housing development.

Housing Capacity Analysis (HCA)	
Document purpose, authors, date	To analyze housing needs and supply in Hermiston from 2020 to 2040 and assess residential land adequacy. Housing need and resulting land need are forecast to 2040 consistent with 20-year need assessment requirements of Oregon Revised Statutes. This report presents a housing need analysis (presented in number and types of housing units) and a residential land need analysis, based on those projections. *Johnson, J. (2021, January). City of Hermiston Housing Capacity Analysis. Johnson Economics.* *January 2021*
Demographic trends	· 42% population growth from 2000 to 2020. · Household size: 2.8 people. · Median household income: ~$52,000. · 21% poverty rate. · Tight housing market (<5% vacancy).

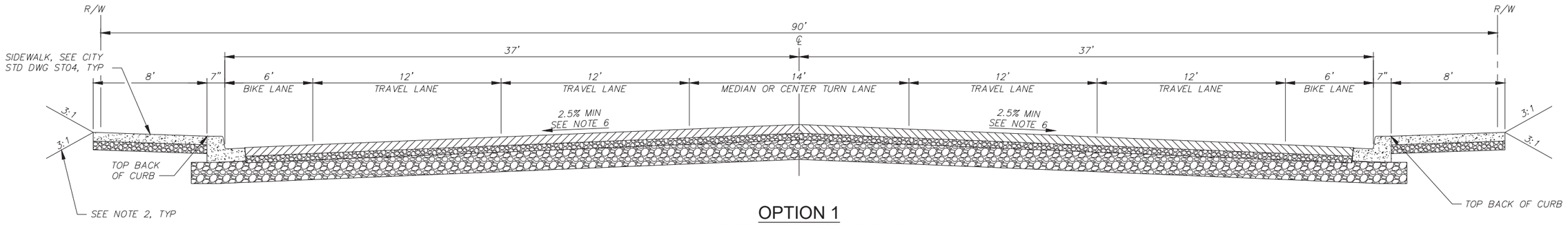
Housing Capacity Analysis (HCA)	
Development opportunities	Residentially zoned and buildable lands from BLI, located primarily in the F-R zone, across the UGB. Timeline for development: Immediate to ongoing, subject to infrastructure. Ample future capacity for low-density, medium -density, and high-density housing types in the Hermiston UGB. · Total estimated remaining capacity of over 18,000 units of different types within the UGB. · 430 acres available in low-density zones. · Total capacity of 15,961 housing units in medium density residential zones.
Development constraints	· Housing affordability, UGB-wide. · Limited multifamily housing, UGB-wide. · Infrastructure gaps UGB-wide, especially in less developed areas.
Key Findings	· Not enough housing to meet demand. · Multifamily housing under-supplied. · Land is available, but housing types must diversify. There is a large percentage of housing cost burdened households in Hermiston. Medium-Density Residential zones into those best suited for "missing middle housing" such as single-family attached, mobile homes and duplexes through fourplexes. In these zones, there is an estimated capacity for 12,622 housing units, roughly 70% of the total unit capacity (Figure 6.1, p. 31). Because Hermiston lacks a true High Density Residential zone, the projected demand for larger apartment complexes is allocated to the R-4 and R-R zones, which have an assumed average density of 10 units/acre and 12 units/acre respectively. These zones have an estimated capacity of nearly 3,300 new units, or 18% of the total unit capacity.

Economic Opportunities Analysis (EOA)	
Document purpose, authors, date	To assess economic trends, employment growth, and land needs for industrial and commercial uses over 20 years. Cities are required to reconcile estimates of future employment land demand with existing inventories of vacant and redevelopable employment land within their Urban Growth Boundary (UGB). The principal purpose of the analysis is to provide an adequate land supply for economic development and employment growth. This is intended to be conducted through a linkage of planning for an adequate land supply to infrastructure planning, community involvement and coordination among local governments and the state. *Buckley, B., Johnson, J., Godt, S. H., & Varrichionne, B. (2024, July). City of Hermiston Economic Opportunities Analysis (Draft). Johnson Economics & Mackenzie.* *July 2024 (Draft)*
Demographic trends	· Population ~20,000 (2022). · >25% under 15. · 30% have not completed high school. · 26% have post-secondary degrees. · 9,900 workers, 750+ businesses. · Significant commuter flow. · 1/3 of residents work locally. Hermiston is home to an estimated 9,950 jobs as of 2024. The largest sectors by number of jobs are health care, retail, transportation/warehousing, and tourism including dining and lodging. Based on a forecasted annual growth rate of 2.1%, the city is expected to add nearly 5,100 jobs by 2044. A significant share of this job growth is projected in the data center industry (40%), with accompanying growth in construction and supportive information-sector jobs among vendors and suppliers. Broken down into broad categories of employment that tends to use commercial/retail space, or that tends to use industrial space, the analysis forecasts roughly 55% of new employment in industrial categories (including data centers) and 45% in commercial categories.

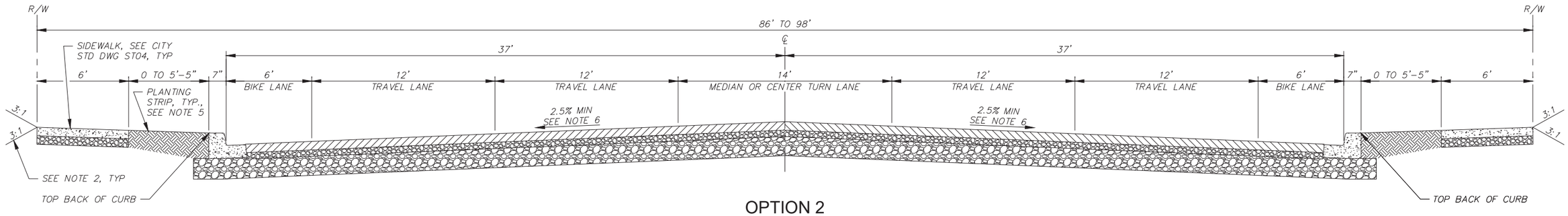
Economic Opportunities Analysis (EOA)	
Development opportunities	· Industrial land, downtown and corridor redevelopment. · UGB fringe and commercial corridors. · Timeline: Near to long-term. Flat, Buildable, Land: The study area has a diversity of potentially available land to accommodate a range of uses and intensity of uses. This diversity can expand regional marketability and offers the flexibility to plan uses meeting specific site criteria. Within the State of Oregon, there are very limited opportunities for large-lot industrial development. The region's potential supply of large sites can provide a strong competitive advantage, if it is made available. The inventory of remaining buildable lands points to a lack of larger industrial sites. It is estimated that the supply of small commercial sites is adequate but need exceeds supply for most site sizes larger than 5 acres. There are two identified commercial sites of 30 – 49 acres, but none over 50 acres. There are also few mid-sized sites of 5 to 20 acres.
Development constraints	· Infrastructure gaps, education levels, redevelopment barriers. · Commercial corridors and industrial fringe.
Key Findings	Strong potential for data centers Transportation Connectivity: Hermiston has strong regional transportation access, being located at the conjunction of the I-84 and I-82 freeways, and near multiple state and federal highways. I-84 is the main route for commuters, freight, and travelers between Boise and Portland, while I-82 provides direct access to the Tri-Cities area in Washington State to the north. Hermiston has easy access to its nearest neighboring communities including Umatilla, Boardman, and Pendleton. A total need for 1,838 gross acres was identified across a range of land use and building types, based on the adjusted growth forecast. Data centers account for 1,210 gross acres of this need. Other industrial uses account for 160 gross acres of need, and commercial uses 98 gross acres. Given very strong growth trends in the data center industry, the established and growing local cluster, and known future projects under planning by credible investors, there is a need for as many as nine large sites of at least 100

Economic Opportunities Analysis (EOA)	
	acres, appropriate for hyperscale data centers. The projected regional, national, and global trends in this industry support this demand if appropriate sites are available.

ATTACHMENT B – 2024 CITY PUBLIC WORKS STANDARDS, TECHNICAL SPECIFICATION, AND STANDARD DRAWINGS



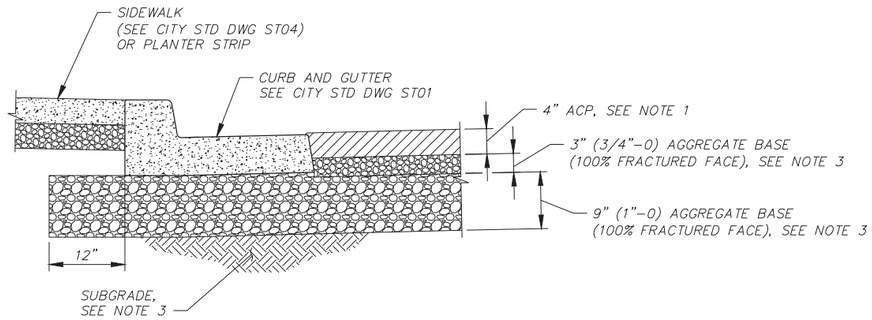
OPTION 1
(IN CENTRAL BUSINESS DISTRICT)
NTS



OPTION 2
(OUTSIDE CENTRAL BUSINESS DISTRICT)
NTS

NOTES

1. ASPHALT CONCRETE PAVEMENT SHALL BE CONSTRUCTED IN 2 EQUAL 2" LIFTS.
2. SLOPES SHALL NOT EXCEED 3:1 UNLESS APPROVED BY THE CITY.
3. COMPACT AGGREGATE BASE (100% FRACTURED FACE) AND SUBGRADE TO 95% MAXIMUM DRY DENSITY PER ASTM D1557.
4. THE DISTANCE BETWEEN TOP BACK OF CURBS IS A CRITICAL DIMENSION. CURBS POURED IN AN INCORRECT LOCATION SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR.
5. TREES ARE PROHIBITED IN THE PLANTING STRIP.
6. DESIGN STREET CROSS SLOPE SHALL BE 2.5%. CONSTRUCTED STREET CROSS SLOPE SHALL BE MINIMUM 2% AND MAXIMUM 3%. WHERE NEWLY INSTALLED CURB AND GUTTER ELEVATIONS DEVIATE FROM THE APPROVED PLANS, THE FINISH GRADE OF CENTERLINE SHALL BE BASED ON THE ACTUAL EDGE OF GUTTER ELEVATIONS TO ENSURE STREET CROSS SLOPE REQUIREMENTS ARE MET.



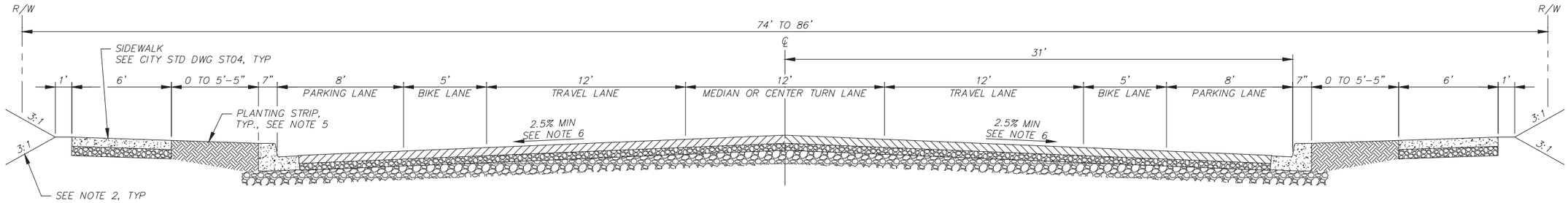
PAVEMENT SECTION
NTS

CITY OF
HERMISTON, OREGON
STANDARD DRAWINGS

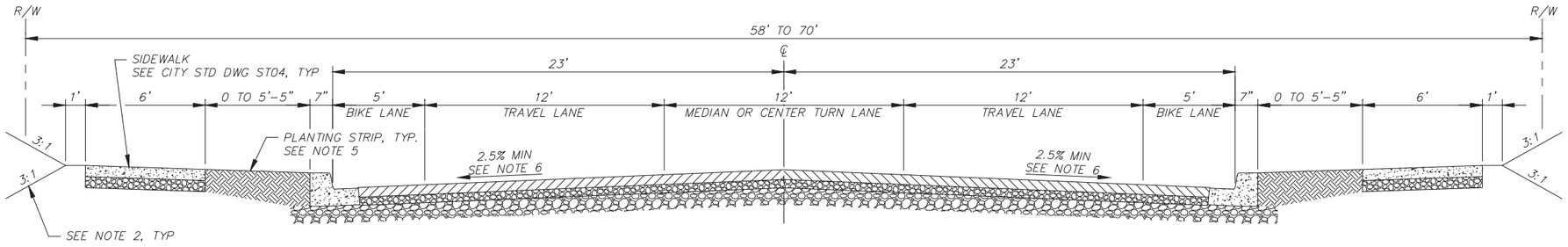
URBAN MAJOR ARTERIAL

FIGURE
ST07

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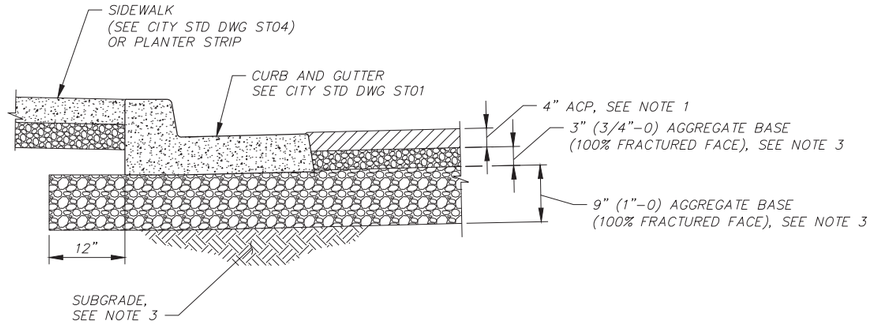
OPTION 1
(WITH PARKING)
NTS



OPTION 2
(NO PARKING)
NTS

NOTES

1. ASPHALT CONCRETE PAVEMENT SHALL BE CONSTRUCTED IN 2 EQUAL 2" LIFTS.
2. SLOPES SHALL NOT EXCEED 3:1 UNLESS APPROVED BY THE CITY.
3. COMPACT AGGREGATE BASE (100% FRACTURED FACE) AND SUBGRADE TO 95% MAXIMUM DRY DENSITY PER ASTM D1557.
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PAVEMENT SECTION
NTS

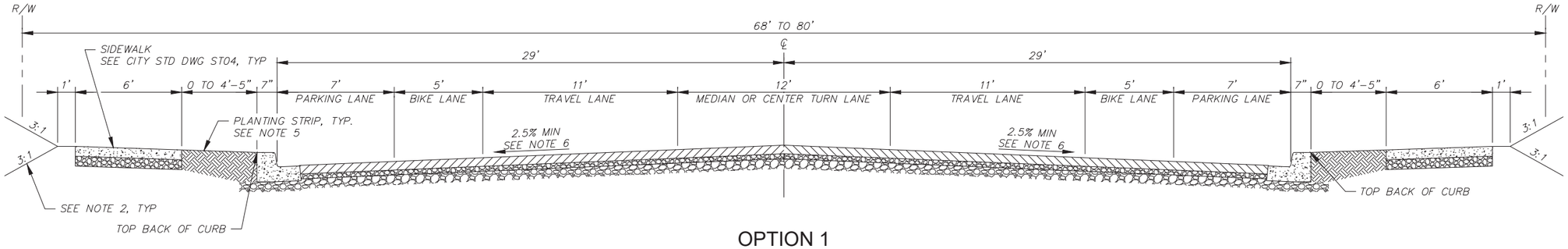
CITY OF
HERMISTON, OREGON
STANDARD DRAWINGS

URBAN MINOR ARTERIAL

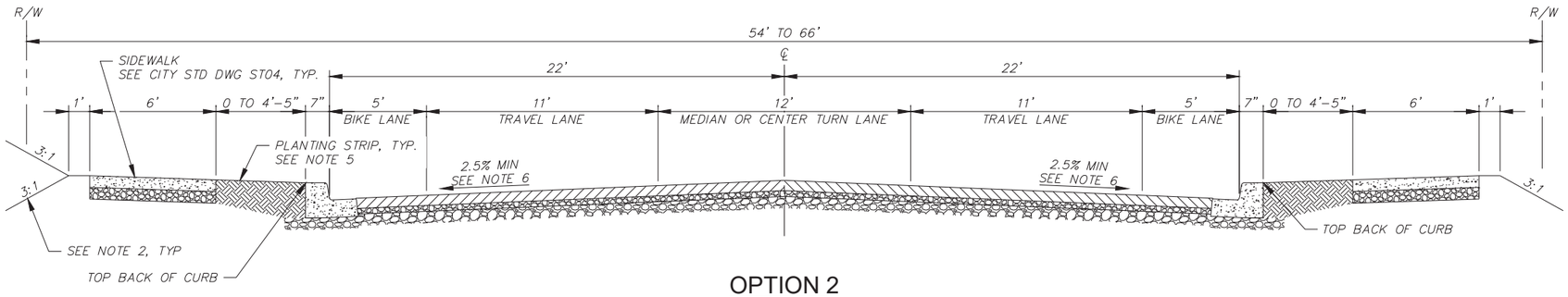
FIGURE

ST08

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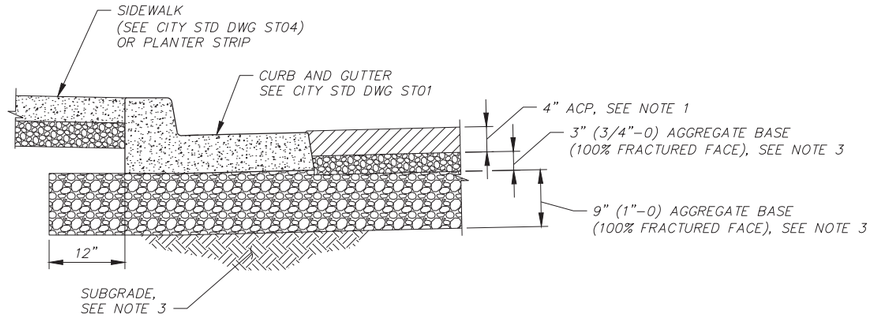
OPTION 1
(WITH PARKING)
NTS



OPTION 2
(NO PARKING)
NTS

NOTES

1. ASPHALT CONCRETE PAVEMENT SHALL BE CONSTRUCTED IN 2 EQUAL 2" LIFTS.
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3. COMPACT AGGREGATE BASE (100% FRACTURED FACE) AND SUBGRADE TO 95% MAXIMUM DRY DENSITY PER ASTM D1557.
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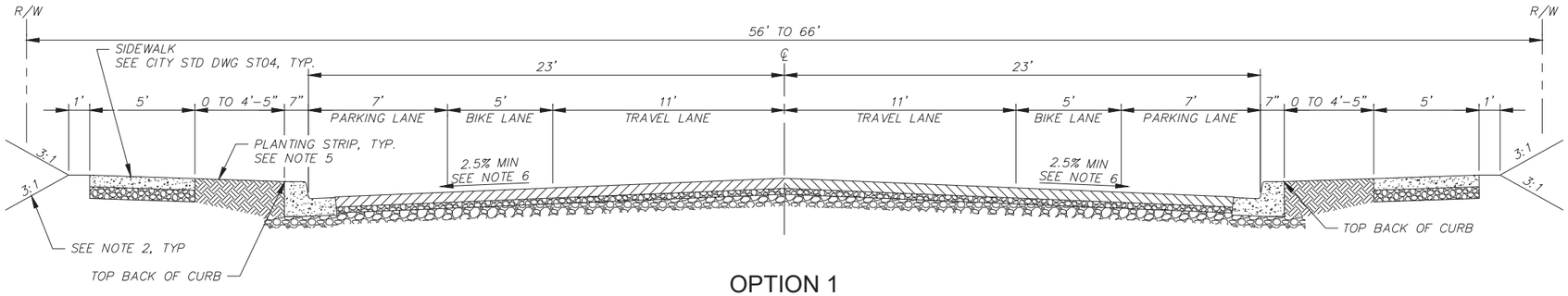
PAVEMENT SECTION
NTS

CITY OF
HERMISTON, OREGON
STANDARD DRAWINGS

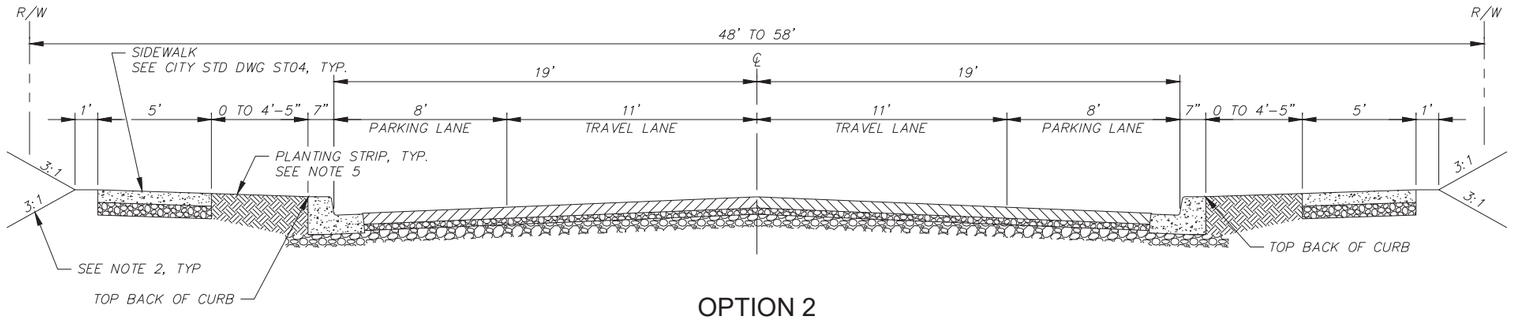
URBAN MAJOR COLLECTOR

FIGURE
ST09

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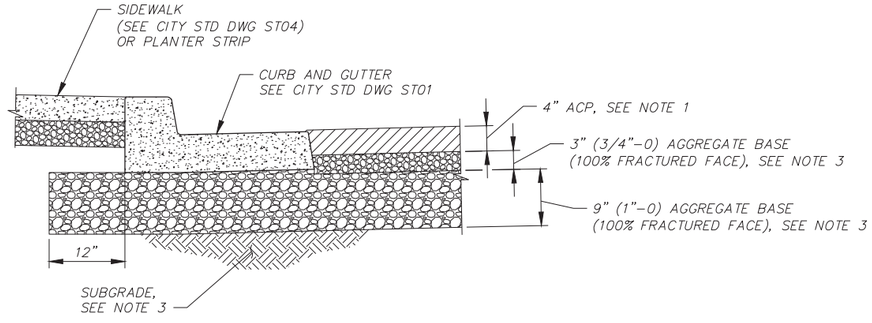
OPTION 1
(WITH BIKE LANES)
NTS



OPTION 2
(NO BIKE LANES)
NTS

NOTES

1. ASPHALT CONCRETE PAVEMENT SHALL BE CONSTRUCTED IN 2 EQUAL 2" LIFTS.
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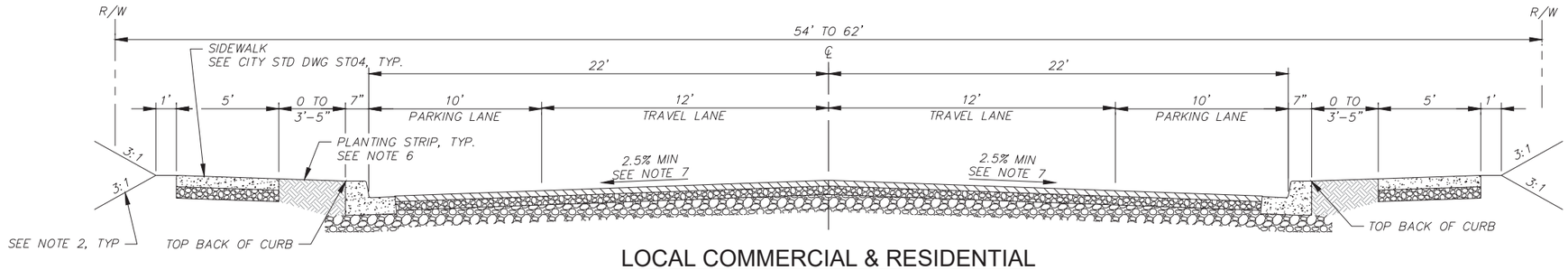
PAVEMENT SECTION
NTS

CITY OF
HERMISTON, OREGON
STANDARD DRAWINGS

URBAN MINOR COLLECTOR

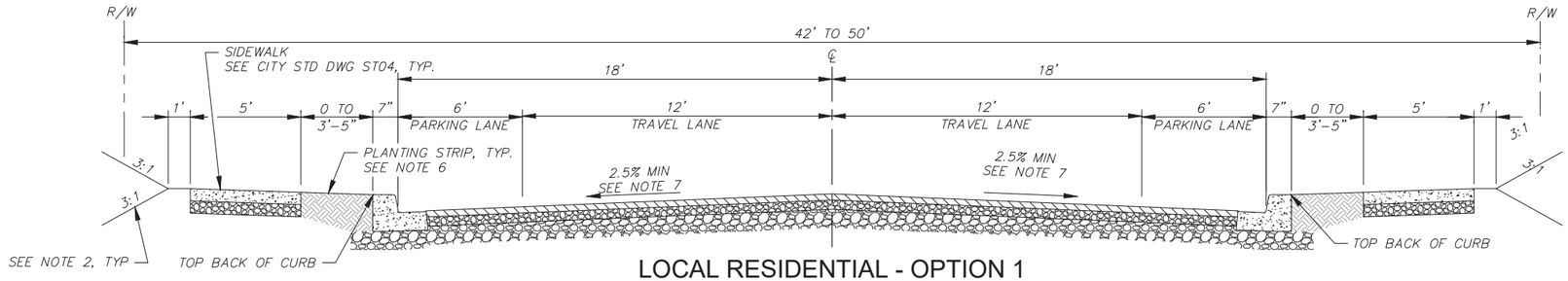
FIGURE
ST10

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LOCAL COMMERCIAL & RESIDENTIAL

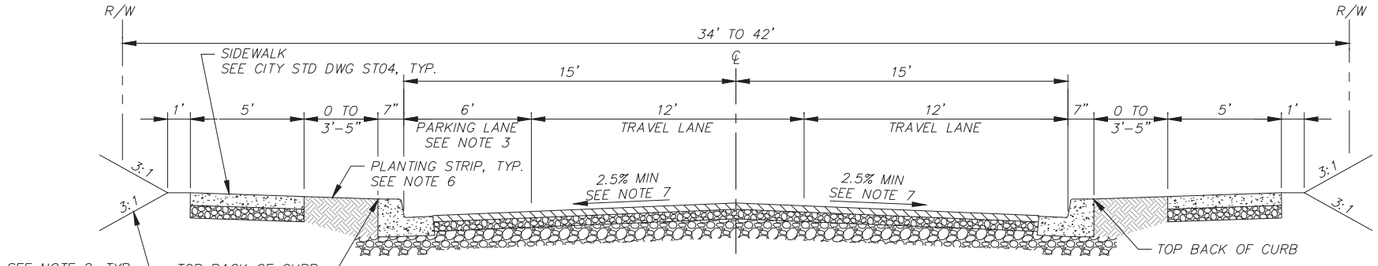
NTS



LOCAL RESIDENTIAL - OPTION 1

(PARKING BOTH SIDES)

NTS



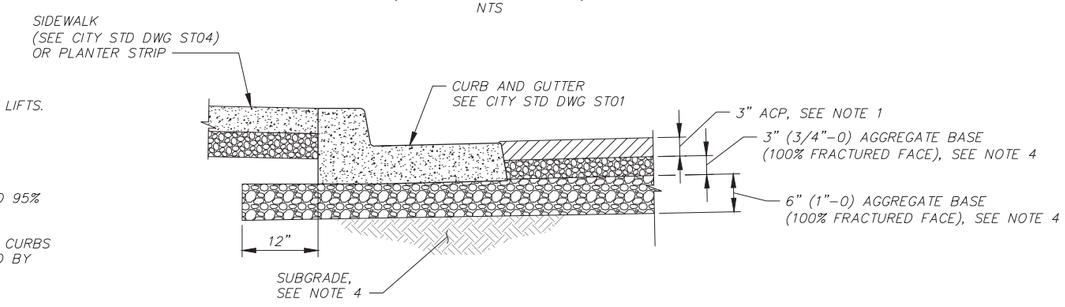
LOCAL RESIDENTIAL - OPTION 2

(PARKING ONE SIDE)

NTS

NOTES

1. ASPHALT CONCRETE PAVEMENT SHALL BE CONSTRUCTED IN 2 EQUAL 2" LIFTS.
2. SLOPES SHALL NOT EXCEED 3:1 UNLESS APPROVED BY THE CITY.
3. PARKING LANE MAY BE LOCATED ON EITHER SIDE OF STREET.
4. COMPACT AGGREGATE BASE (100% FRACTURED FACE) AND SUBGRADE TO 95% MAXIMUM DRY DENSITY PER ASTM D1557.
5. THE DISTANCE BETWEEN TOP BACK OF CURBS IS A CRITICAL DIMENSION. CURBS POURED IN AN INCORRECT LOCATION SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR.
6. TREES ARE PROHIBITED IN THE PLANTING STRIP.
7. DESIGN STREET CROSS SLOPE SHALL BE 2.5%. CONSTRUCTED STREET CROSS SLOPE SHALL BE MINIMUM 2% AND MAXIMUM 3%. WHERE NEWLY INSTALLED CURB AND GUTTER ELEVATIONS DEVIATE FROM THE APPROVED PLANS, THE FINISH GRADE OF CENTERLINE SHALL BE BASED ON THE ACTUAL EDGE OF GUTTER ELEVATIONS TO ENSURE STREET CROSS SLOPE REQUIREMENTS ARE MET.



PAVEMENT SECTION

NTS

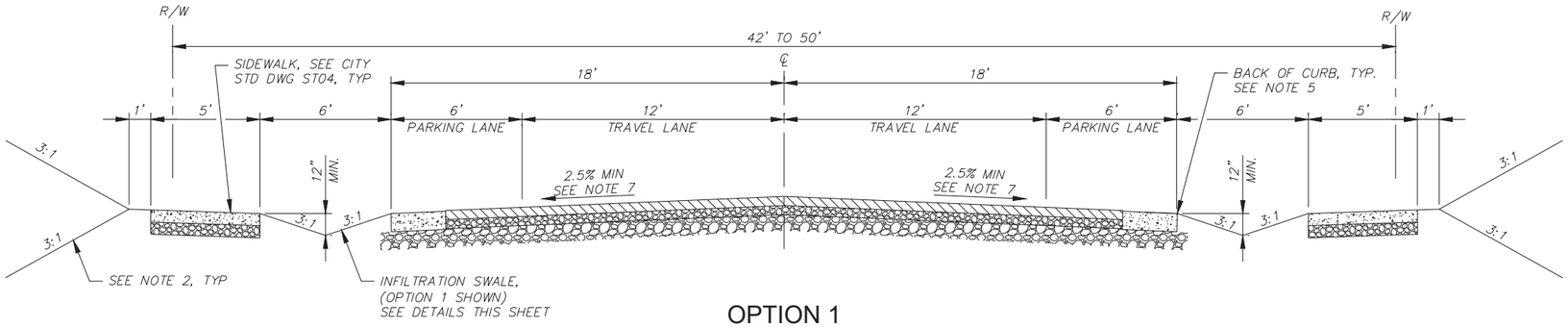
CITY OF
HERMISTON, OREGON
STANDARD DRAWINGS

URBAN LOCAL STREET

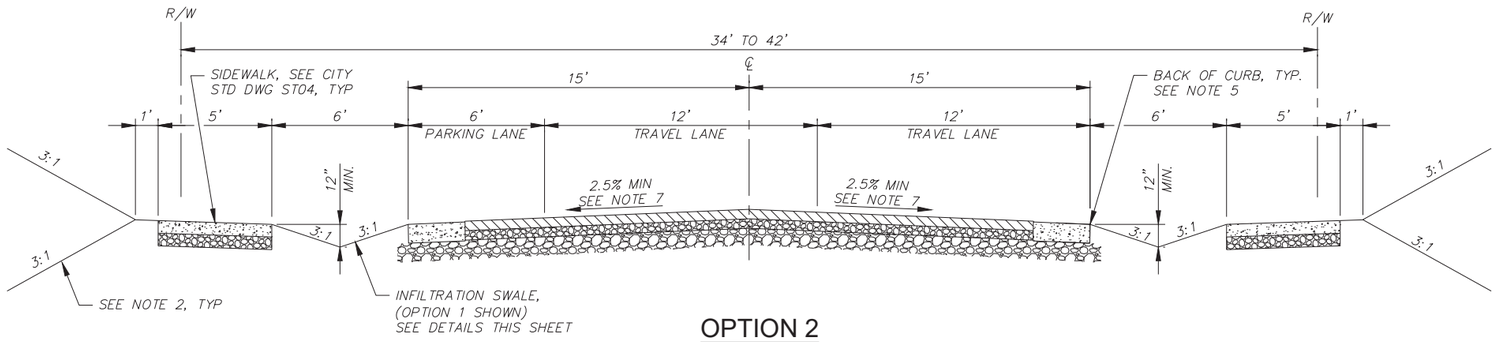
FIGURE

ST11

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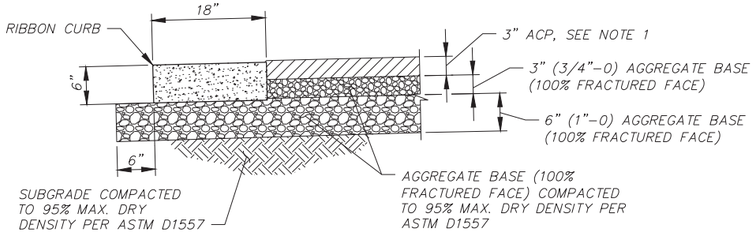
OPTION 1
(PARKING BOTH SIDES)
NTS



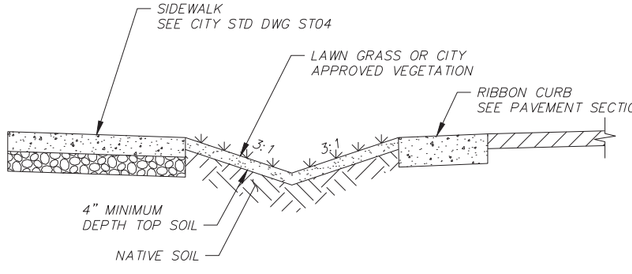
OPTION 2
(PARKING ONE SIDE)
NTS

NOTES

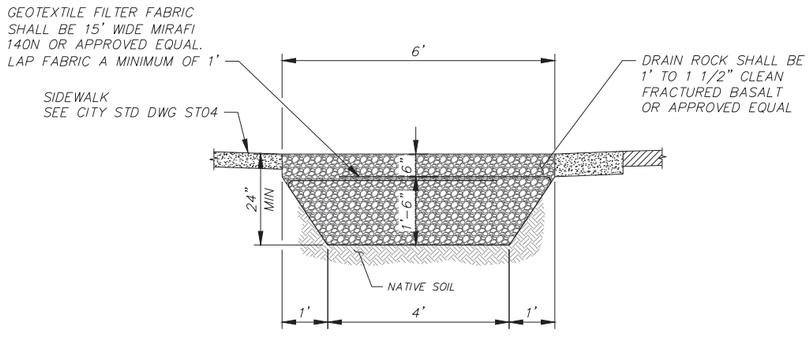
1. ASPHALT CONCRETE PAVEMENT SHALL BE CONSTRUCTED IN ONE LIFT.
2. SLOPES SHALL NOT EXCEED 3:1 UNLESS OTHERWISE APPROVED BY THE CITY.
3. PARKING LANE MAY BE LOCATED ON EITHER SIDE OF STREET.
4. COMPACT AGGREGATE BASE (100% FRACTURED FACE) AND SUBGRADE TO 95% MAXIMUM DRY DENSITY PER ASTM D1557.
5. THE DISTANCE BETWEEN TOP BACK OF CURBS IS A CRITICAL DIMENSION. CURBS POURED IN AN INCORRECT LOCATION SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR.
6. INFILTRATION SWALE OPTION 2 ASSUMES POORLY GRADED SAND WITH SILT WITH A DESIGN INFILTRATION RATE OF 3" PER HOUR. SHOULD SOIL CONDITIONS SUCH AS CALICHE, HARD PAN, CLAY, SILT, ETC. BE ENCOUNTERED, THE CONTRACTOR SHALL NOTIFY THE CITY IMMEDIATELY. THE CROSS SECTIONAL AREA MAY BE ADJUSTED TO ACCOMMODATE DIFFERENT SOIL TYPES WHEN APPROVED BY THE CITY.
7. DESIGN STREET CROSS SLOPE SHALL BE 2.5%. CONSTRUCTED STREET CROSS SLOPE SHALL BE MINIMUM 2% AND MAXIMUM 3%. WHERE NEWLY INSTALLED CURB AND GUTTER ELEVATIONS DEVIATE FROM THE APPROVED PLANS, THE FINISH GRADE OF CENTERLINE SHALL BE BASED ON THE ACTUAL EDGE OF GUTTER ELEVATIONS TO ENSURE STREET CROSS SLOPE REQUIREMENTS ARE MET.
8. THE MINIMUM INFILTRATION SWALE LENGTH SHALL BE 50% OF THE LENGTH OF THE PROPERTY FRONTAGE UNLESS OTHERWISE APPROVED BY THE CITY.



PAVEMENT SECTION
N.T.S.



INFILTRATION SWALE OPTION 1
NTS



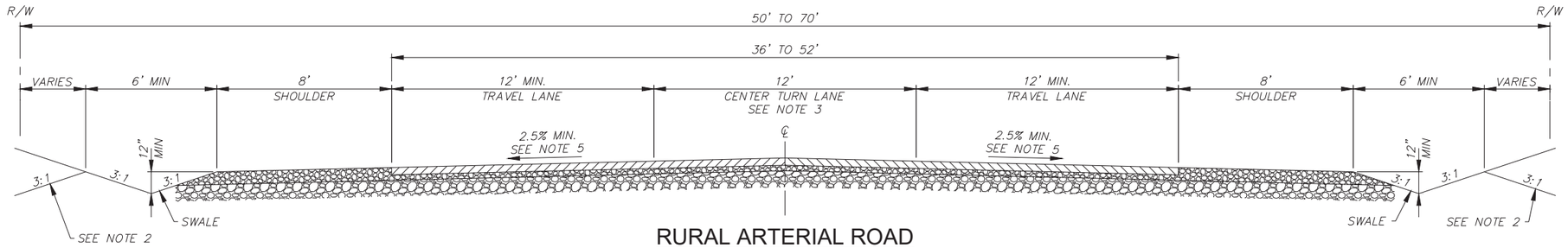
INFILTRATION SWALE OPTION 2
NTS

CITY OF
HERMISTON, OREGON
STANDARD DRAWINGS

URBAN LOCAL STREET WITH SWALE

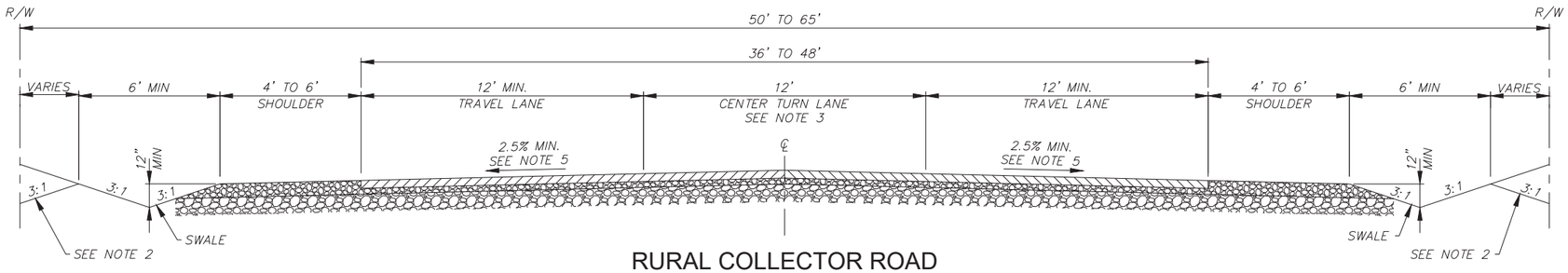
FIGURE
ST12

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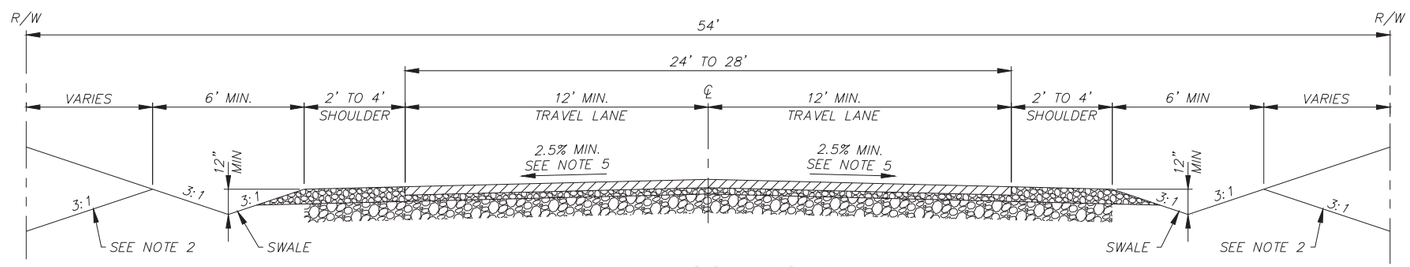
RURAL ARTERIAL ROAD

NTS



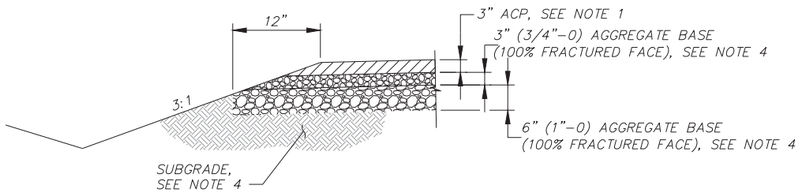
RURAL COLLECTOR ROAD

NTS



RURAL LOCAL ROAD

NTS



PAVEMENT SECTION

NTS

NOTES

1. ASPHALT CONCRETE PAVEMENT SHALL BE CONSTRUCTED IN ONE LIFT.
2. SLOPES SHALL NOT EXCEED 3:1 UNLESS APPROVED BY THE CITY.
3. CENTER TURN LANE NOT REQUIRED, UNLESS OTHERWISE NOTED ON PLAN SHEETS.
4. COMPACT AGGREGATE BASE (100% FRACTURED FACE) AND SUBGRADE TO 95% MAXIMUM DRY DENSITY PER ASTM D1557.
5. DESIGN STREET CROSS SLOPE SHALL BE 2.5%. CONSTRUCTED STREET CROSS SLOPE SHALL BE MINIMUM 2% AND MAXIMUM 3%.

HERMISTON OREGON
Where Life is Sweet

CITY OF
HERMISTON, OREGON
STANDARD DRAWINGS

RURAL ARTERIAL, COLLECTOR, AND LOCAL ROADS

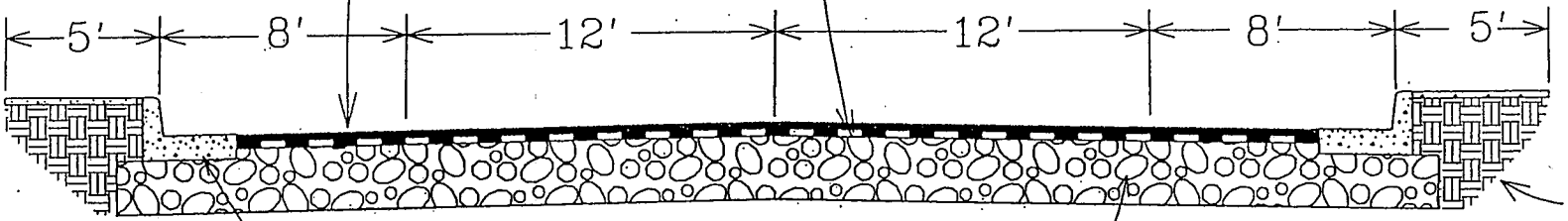
FIGURE

ST13

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ATTACHMENT C – 1997 COUNTY ROAD DEPARTMENT STANDARDS

"A" Urban



O.D.O.T. Type "C" wearing course nominal thickness 2"

O.D.O.T. Type "C" asphalt concrete base course nominal thickness 2". current Oregon Department

Native backfill material

See O.D.O.T. Standard specifications for sidewalk construction.

O.D.O.T. Type "A" curb and gutter (see O.D.O.T. Std. Drwg. * 2077).

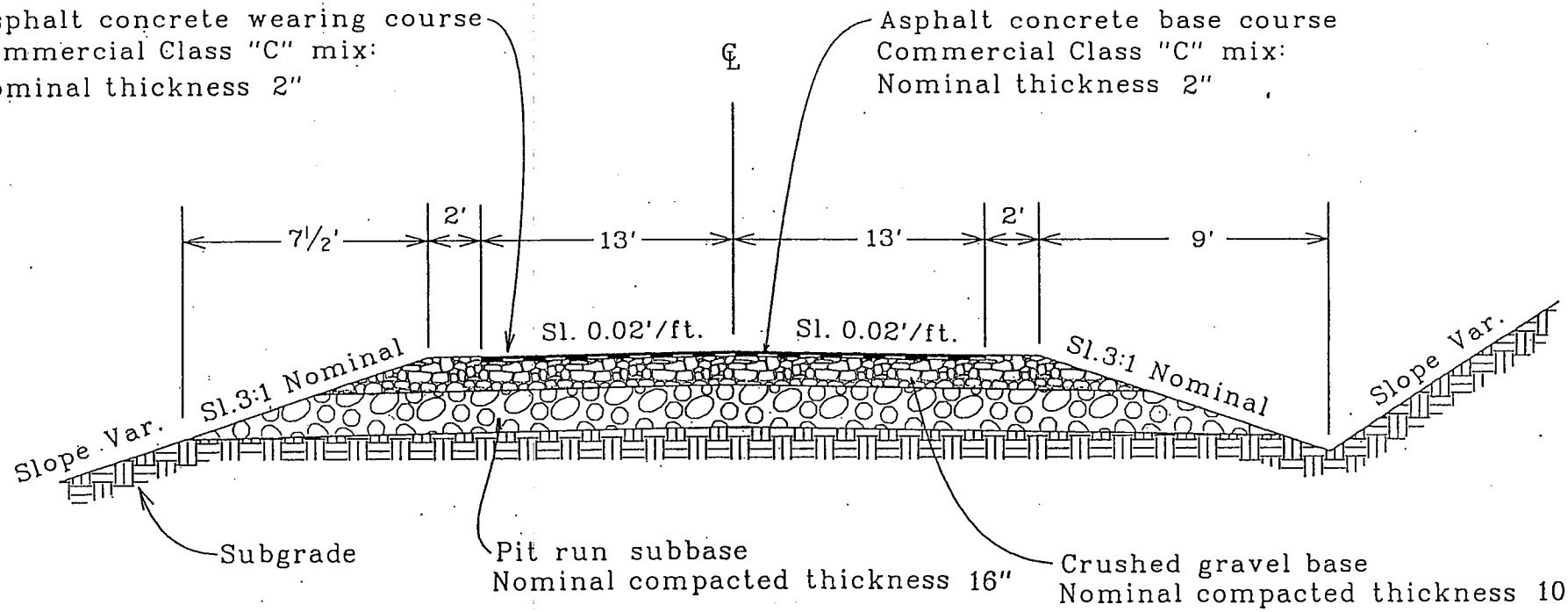
Crushed gravel base Nominal compacted thickness 12" (size, grading,and compaction requirements to conform to of Transportation Specification).

* All other construction details and specifications to conform to current ODOT Standard Specifications and to be approved by the Director of Public Works.

* Any changes to surfacing width or depths or variance from current Oregon Department of Transportation Standard Specifications must be approved by the Director of Public Works.

Umatilla Co. Rd. Dept.	
"A" Urban	
Drawn By: JG	Checked By: GR
Date: July 1997	Road Standa

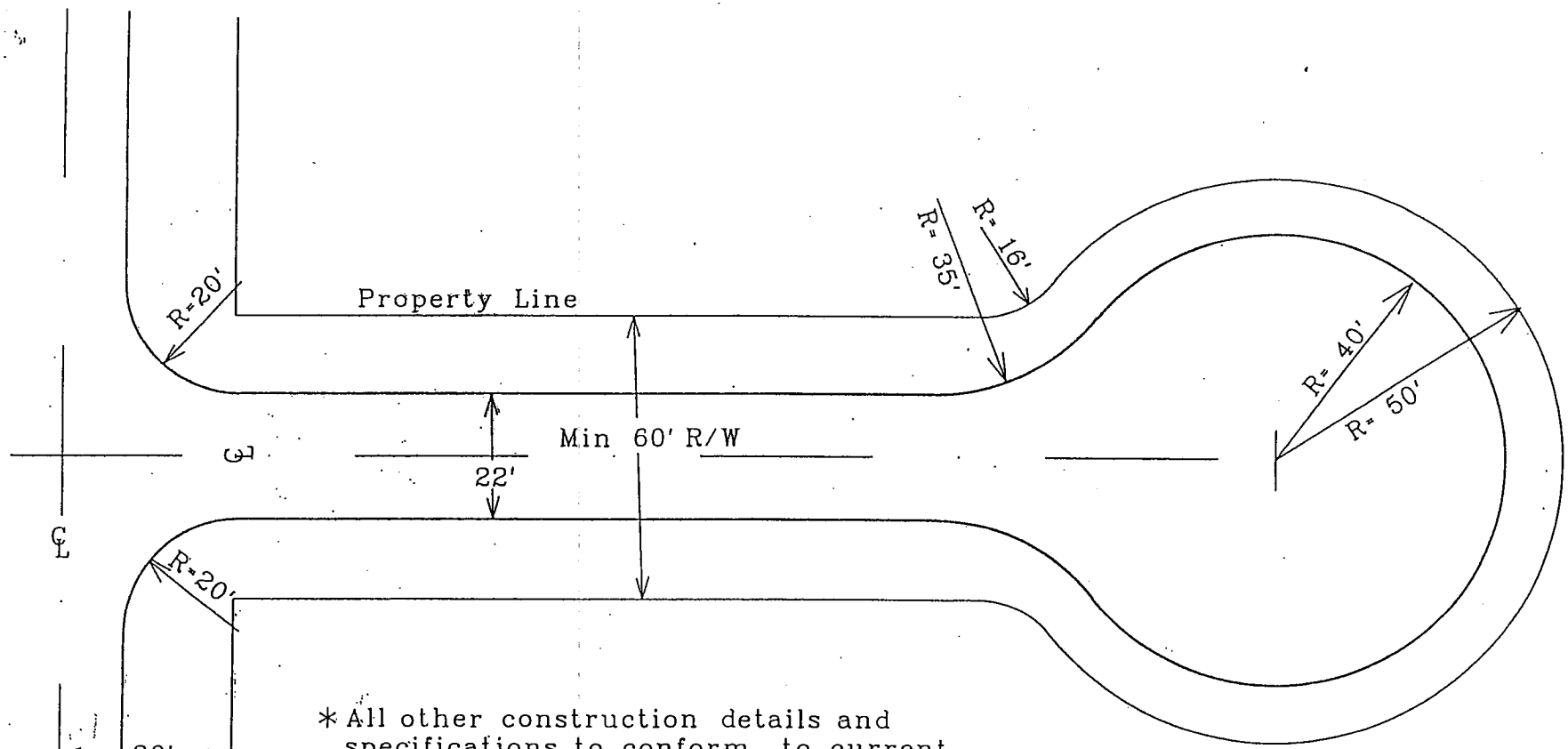
"B" Industrial / Agricultural



* Note: To be used in new county road construction and in areas of County road improvements needed due to development.
* Culvert pipes to be installed in locations determined by the Director of Public Works. Materials & workmanship shall conform to current ODOT Standard Specifications
* All other construction details and specifications to conform to current ODOT Standard Specifications and to be approved by the Director of Public Works.
* Any changes to surfacing width or depths or variance from current Oregon Department of Transportation Standard Specifications must be approved by the Director of Public Works.

Umatilla Co. Rd. Dept.	
"B" Industrial / Agricultural	
Drawn By: JG	Checked By: GR
Date: July 1997	Road Stand.

"C" Cul-De-Sac



* All other construction details and specifications to conform to current ODOT Standard Specifications and to be approved by the Director of Public Works.

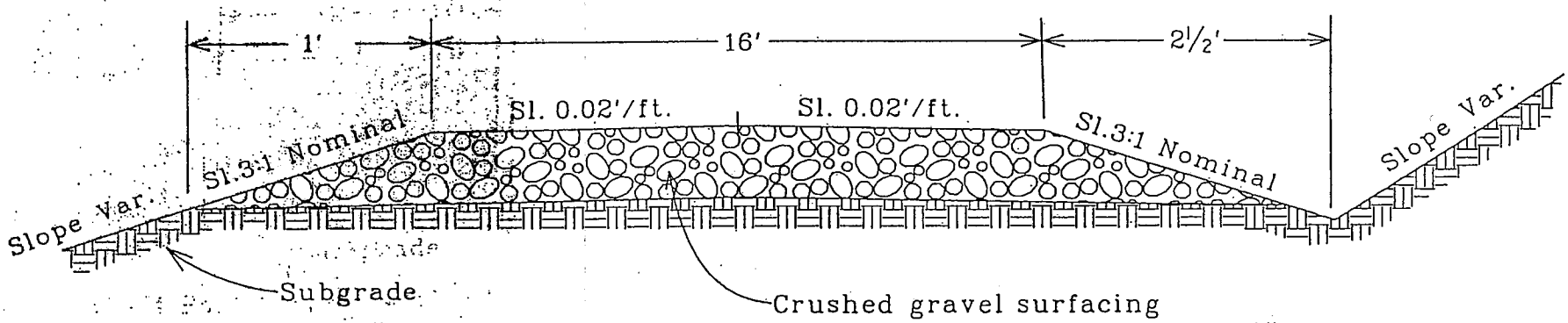
* Any changes to surfacing width or depths or variance from current Oregon Department of Transportation Standard Specifications must be approved by the Director of Public Works.

Umatilla Co. Rd. Dept.	
"C" Cul-De-Sac	
Drawn By: JG	Checked By:
Date: July 1997	Road Standard

"P-1"

(Land Partition)

To be used in cases where additional Partitioning or development is not anticipated and access is to 3 or fewer parcels.



* Note: If Partition is within a City Urban Growth Boundary, City Standards should apply.

* Culvert pipes to be installed in locations determined by the Director of Public Works. Materials & workmanship shall conform to current ODOT Standard Specifications

* All other construction details and specifications to conform to current ODOT Standard Specifications and to be approved by the Director of Public Works.

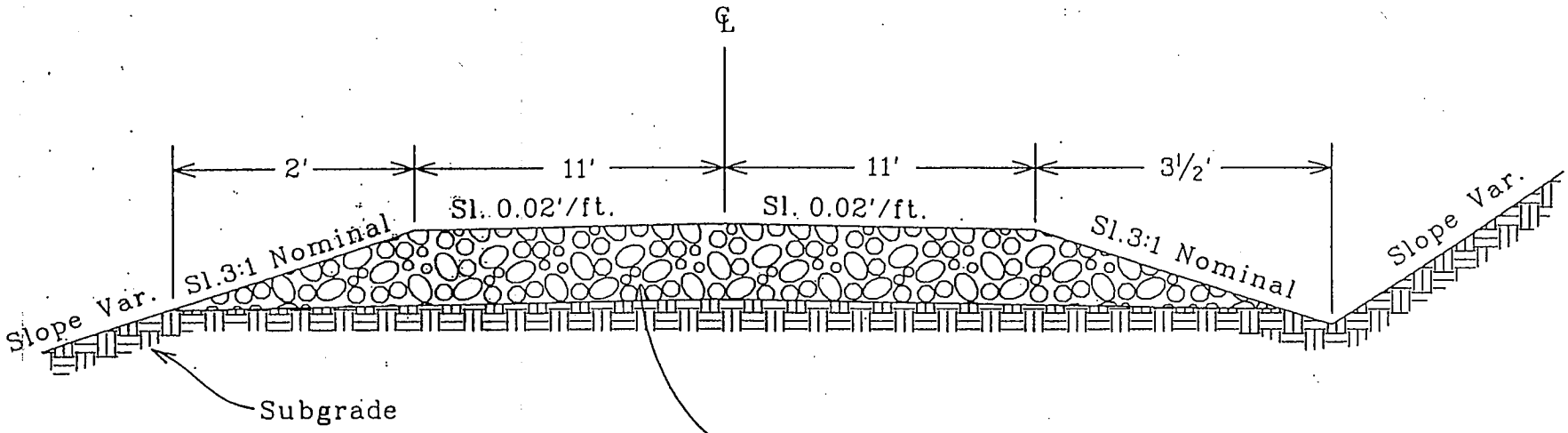
* Any changes to surfacing width or depths or variance from current Oregon Department of Transportation Standard Specifications must be approved by the Director of Public Works.

Umatilla Co. Rd. Dept.	
"P-1"	
Drawn By: JG	Checked By: GR
Date: July 1997	Road Standard

"P-2"

(Land Partition)

To be used in cases where future partitioning or development is anticipated.



* Note: If Partition is within a City Urban Growth Boundary, City Standards should apply.
* Culvert pipes to be installed in locations determined by the Director of Public Works. Materials & workmanship shall conform to current ODOT Standard Specifications
* All other construction details and specifications to conform to current ODOT Standard Specifications and to be approved by the Director of Public Works.
* Any changes to surfacing width or depths or variance from current Oregon Department of Transportation Standard Specifications must be approved by the Director of Public Works.

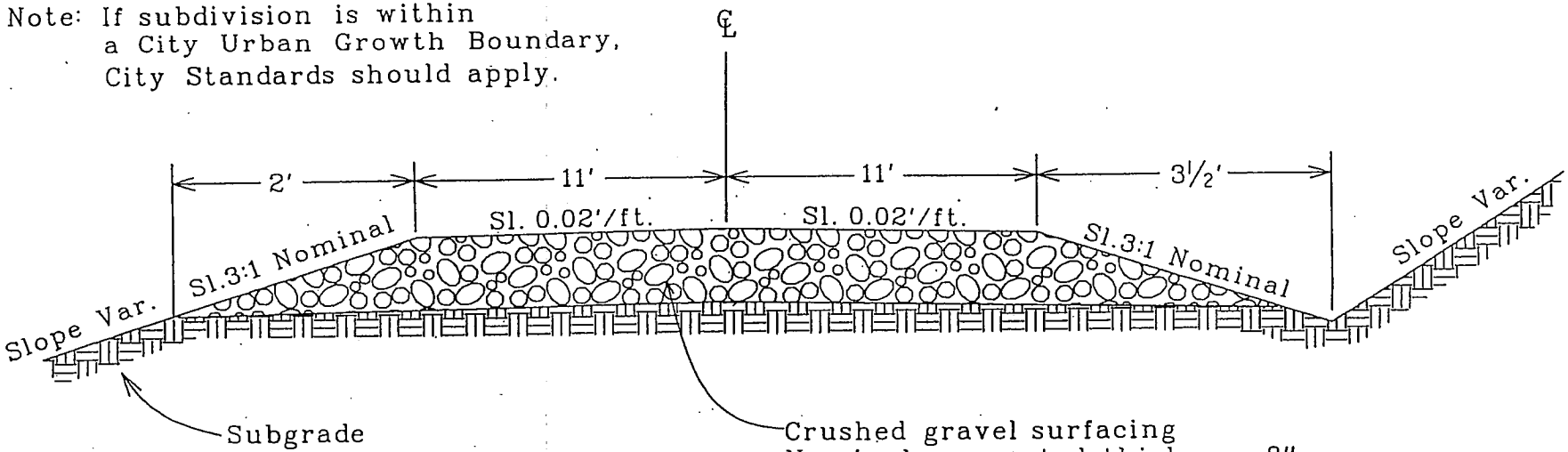
Umatilla Co. Rd. Dept.	
"P-2"	
Drawn By: JG	Checked By: [illegible]R
Date: July 1997	Road Standard

"S-1"

(Subdivision)

To be used in cases where access is to 4 or more parcels.

*Note: If subdivision is within a City Urban Growth Boundary, City Standards should apply.



* Culvert pipes to be installed in locations determined by the Director of Public Works. Materials & workmanship shall conform to current ODOT Standard Specifications

*All other construction details and specifications to conform to current ODOT Standard Specifications and to be approved by the Director of Public Works.

*Any changes to surfacing width or depths or variance from current Oregon Department of Transportation Standard Specifications must be approved by the Director of Public Works.

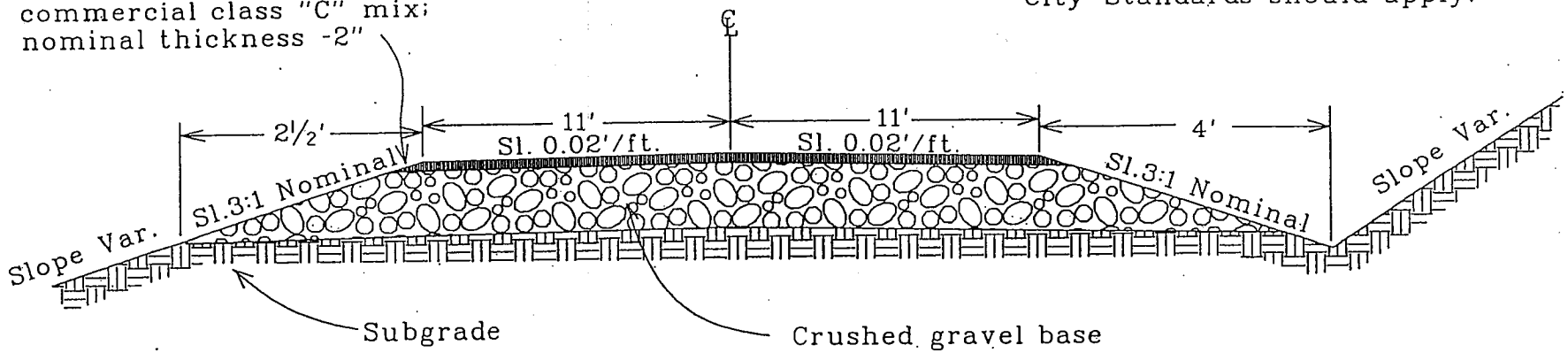
Umatilla Co. Rd. Dept.	
"S-1"	
Drawn By: JG	Checked By: GR
Date: July 1997	Road Standa

"S-2"
(Subdivision)

To be used in cases where access is to 4 or more Parcels.

Asphalt concrete wearing course (or 3 course oil mat) commercial class "C" mix; nominal thickness -2"

* Note: If subdivision is within a City Urban Growth Boundary, City Standards should apply.



* Culvert pipes to be installed in locations determined by the Director of Public Works. Materials & workmanship shall conform to current ODOT Standard Specifications
* All other construction details and specifications to conform to current ODOT Standard Specifications and to be approved by the Director of Public Works.
* Any changes to surfacing width or depths or variance from current Oregon Department of Transportation Standard Specifications must be approved by the Director of Public Works.

Umatilla Co. Rd. Dept.	
"S-2"	
Drawn By: JG	Checked By: GR
Date: July 1997	Road Stand.

ATTACHMENT D – TRANSPORTATION TECHNICAL STANDARDS MEMORANDUM

TECHNICAL MEMORANDUM

June 19, 2025 Project #: 27003.60

To: Project Management Team

From: Justin Delgado, Nick Foster, Matt Hugart, Corrie Parrish

RE: Transportation Technical Standards Memorandum

INTRODUCTION

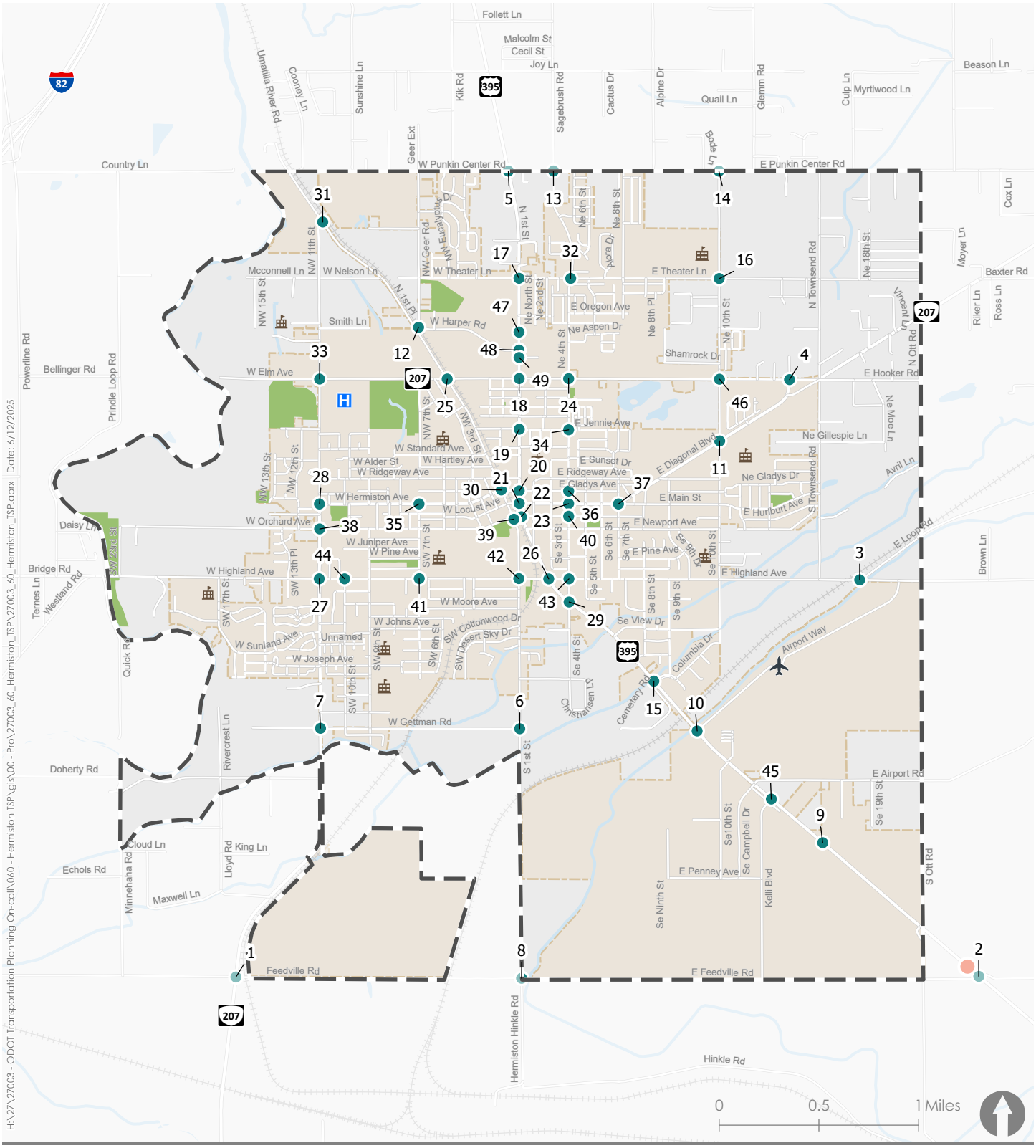
This memorandum identifies methodologies and assumptions to be used in the technical analyses for the City of Hermiston Transportation System Plan (TSP) Update. The methodologies presented are based on guidance provided in the Oregon Department of Transportation (ODOT) Analysis Procedures Manual (APM – Reference 1) and direction provided by City of Hermiston and ODOT staff. The methodology and assumptions include:

- Data collection and volume development;
- Traffic analysis procedure for the study intersections and study segments under existing and planning horizon (no-build and build) traffic conditions;
- Crash analysis procedure for the study intersections; and,
- Multimodal analysis procedure for collector and arterial roadways.

This information will serve as a baseline for determining a comprehensive list of transportation needs as well as helping to identify, evaluate, and prioritize potential solutions as part of the TSP Update.

STUDY AREA

The study area for the City of Hermiston TSP Update consists of the multimodal transportation network within the City of Hermiston Urban Growth Boundary (UGB). This includes 49 intersections –16 of which are signalized. The study intersections are identified in Figure 1, and Table 1 lists the study intersections and specifies their jurisdiction, type of traffic control, and count collection date.



- Study Intersections
- ATR #30-019
- Hospital
- Airport
- School
- Park
- Hermiston City Limits
- Urban Growth Boundary (Study Area)

Figure 1

Study Intersections

Table 1 Summary of Study Intersections

Number	ID	Intersection	Type	Jurisdiction	Count Date
48-hour Classification Counts					
1	38433	OR 207/Feedville Rd	Unsignalized	ODOT	06/04/2024
2	999110324	US 395/Feedville Rd	Unsignalized	ODOT	06/04/2024
3	999110669	Highland Ave/E Loop Rd	Unsignalized	City	06/04/2024
4	999110670	OR 207/E Diagonal Rd	Unsignalized	ODOT	06/04/2024
5	15439	US 395/Punkin Center Rd	Signalized	ODOT	05/16/2023
6	999110672	Gettman Rd/1st St	Unsignalized	County	06/04/2024
7	999110671	OR 207/Gettman Rd	Unsignalized	ODOT	06/04/2024
16-hour Classification Counts					
8	999110357	S 1st St/Feedville Rd	Unsignalized	County	05/16/2023
9	999110634	Penney Ave/US 395	Unsignalized	ODOT	06/04/2024
10	999110635	Airport Rd/US 395	Unsignalized	ODOT	06/04/2024
11	999110636	NE 10th St/Diagonal Rd	Unsignalized	City	06/04/2024
12	999110637	Geer Rd/Harper Rd	Unsignalized	City	06/04/2024
13	999110638	NE 4th St/Punkin Center	Unsignalized	County	06/04/2024
14	999110639	NE 10th St/Punkin Center	Unsignalized	County	06/04/2024
15	999110640	Port Dr/US 395	Unsignalized	ODOT	06/04/2024
16	999110641	NE 10th St/E Theater Ln	Unsignalized	City	06/04/2024
17	38434	US 395/Theater Ln	Signalized	ODOT	04/28/2022
18	22318	US 395/Elm Ave	Signalized	ODOT	04/28/2022
19	24591	US 395/Jennie Ave	Signalized	ODOT	04/28/2022
20	12830	US 395/Gladys Ave	Signalized	ODOT	04/28/2022
21	110035	US 395/Main St	Signalized	ODOT	04/28/2022
22	24597	US 395/Orchard Ave	Signalized	ODOT	04/28/2022
23	12827	4th St/Main St	Signalized	City	04/28/2022
24	12824	OR 207/ NE 4th St	Signalized	ODOT	08/04/2020
25	22317	OR 207/1st Pl	Signalized	ODOT	05/13/2023
26	12829	US 395/Highland Ave	Signalized	ODOT	04/28/2022
27	19733	OR 207/Highland Ave	Signalized	ODOT	04/20/2022
28	12369	OR 207/Hermiston Ave	Signalized	ODOT	04/20/2022
29	12825	US 395/SE 4th St	Signalized	ODOT	08/17/2020
30	12828	Hermiston Ave/N 1st Pl	Signalized	City	10/01/2013

31	999110643	NE 11th St/N 1st Pl	Unsignalized	City	06/04/2024
32	999110644	NE 4th St/E Theater Ln	Unsignalized	City	06/04/2024
33	30052010	NW 11th St/E Elm Ave	Signalized	ODOT	04/20/2022
34	999110645	NE 4th St/E Jennie Ave	Unsignalized	City	06/04/2024
35	999110657	SW 7th St/W Hermiston Ave	Unsignalized	City	06/04/2024
36	999110646	NE 4th St/E Gladys Ave	Unsignalized	City	06/04/2024
37	999110647	7th St/E Main Street	Unsignalized	City	06/04/2024
38	110036	OR 207/W Orchard Ave	Signalized	ODOT	04/20/2022
39	999110648	S 1st St/W Orchard Ave	Unsignalized	City	06/04/2024
40	999110649	SE 4th St/E Hulburt Ave	Unsignalized	City	06/04/2024
41	999110650	SW 7th St/W Highland Ave	Unsignalized	City	06/04/2024
42	999110651	S 1st St/Highland Ave	Unsignalized	City	06/04/2024
43	999110652	SE 4th St/E Highland Ave	Unsignalized	City	06/04/2024
44	999110653	SE 10th St/E Highland Ave	Unsignalized	City	06/04/2024
45	999110654	US 395/SE Kelli Blvd	Unsignalized	ODOT	06/04/2024
46	999110655	NE 10th St/OR 207	Unsignalized	ODOT	06/04/2024
47	999110534	US 395/Home Depot driveway	Unsignalized	ODOT	06/06/2023
48	999110656	US 395/W Harper Rd	Unsignalized	ODOT	06/04/2024
49	999110532	US 395/NE Cornell Pl	Unsignalized	ODOT	06/06/2023

TRAFFIC VOLUME DEVELOPMENT

The following sections describe how existing traffic volumes will be developed at study intersections, as well as how future volumes will be projected.

Traffic Counts

Traffic counts at the study intersections were collected and provided by ODOT's Transportation Planning Analysis Unit. ODOT provided 48-hour classification counts for 7 intersections and 16-hour classification counts for the other 42. The 48-hour classification counts include directional intersection turning movements, while 16-hour classification counts include directional intersection vehicle turning movements, vehicle class, and gap data, including vehicle (car and truck), bicycle, and pedestrian volumes. The intersections corresponding to each count type, and the date they were collected can be seen in Table 1. 2025 will be the base year for the TSP development and 2045 will be the future horizon year for planning purposes.

Intersection counts provided by TPAU have varying collection years and will all be grown to the TSP's base year, 2025, based on an annual growth rate of 0.7%. The growth rate was calculated based on the APM Chapter 5.6 Historical Factors methodology. This involved comparing the year 2023 AADT volume at Automatic Traffic Recorder #30-019 (located on US 395 ~700 ft north of its intersection with Feedville Road), to the 2043 projected volume from ODOT's Statewide Integrated Model (SWIM) model.

Calculation: ((9200-8100)/8100)/20= 0.0068 or 0.68%, rounding up = 0.7% growth rate

All intersection counts include the total number of pedestrians, bicyclists, and motor vehicles, as well as the percentage of heavy vehicles that entered each intersection in 15-minute intervals.

Seasonal Adjustment

Following the methodology outlined by ODOT's Analysis Procedures Manual (APM), a seasonal adjustment factor was reviewed for intersections in the planning area Automatic Traffic Recorder ATR #30-019 (located approximately 3.15 miles to the southeast of downtown on US-395) was determined to be an appropriate ATR that can be used to calculate 30th highest hour factor needed to complete a seasonal adjustment. While not located in the urban core of Hermiston, the ATR is located on US-395 and would offer insights into the degree of seasonal fluctuation experienced for roadways susceptible to seasonal traffic variations.

Seasonal adjustment factors will be applied to roadways that provide connectivity to the larger Interstate network or include highway adjacent destinations anticipated to serve regional travelers. Those intersections include any located along U.S. 395, OR 207, Highland Avenue, and Feedville Road. No seasonal adjustment factor is proposed for the other study intersections in the City of Hermiston as these intersections are not located on regional through routes nor do they serve destinations that are typically susceptible to seasonal traffic fluctuations.

Seasonal adjustment factors are proposed for certain study intersections in Hermiston based-on the count collection month's relationship to the peak month. August was determined to have the highest average

monthly Annual Average Daily Traffic (AADT). Counts collected in months other than August will be grown to provide a conservative analysis based on peak period travel patterns. ATR #30-019 has conducted yearly counts from 2017-2023, but 2020 and 2021 were excluded due to pandemic and construction, impacts. Table 2 shows the seasonal adjustment factor calculations for the collected intersection counts.

Table 2 Seasonal Adjustment Factor Calculation for ATR #30-019

Year	2017	2018	2019	2022	2023	Average
ATR #30-019						
Peak Month (August)	**116**	**110**	**114**	**112**	**111**	**113**
Count Month (April)	105	109	111	111	110	109
Count Month (May)	109	109	110	110	112	110
Count Month (June)	108	109	112	111	111	110
Count Month (October)	111	107	109	111	109	109

Cells highlighted in the table indicate the highest and lowest values for each month which were dropped from the calculations as per APM CH.5.

- The average peak month (August) is: (114 % + 112% + 111%) / 3 = 112.3%
  - The average count month (April) is: (109% + 111% + 110%) / 3 = 110%
    - The seasonal adjustment factor (April) is: 112.3% / 110% = **1.02**
  - The average count month (May) is: (109% + 110% + 110%) / 3 = 109.7%
    - The seasonal adjustment factor (May) is: 112.3% / 109.7% = **1.02**
  - The average count month (June) is: (109% + 111% + 111%) / 3 = 110.3%
    - The seasonal adjustment factor (June) is: 112.3% / 110.3% = **1.02**
  - The average count month (October) is: (111% + 109% + 109%) / 3 = 109.7%
    - The seasonal adjustment factor (October) is: 112.3% / 109.7% = **1.02**

An average of the factors nets a seasonal adjustment factor (SAF) for each count month. The resulting SAF values are 1.02 for all months counts were collected in. The SAF values will be used to seasonally adjust the counted volumes to 30th highest hour conditions.

Forecast Traffic Volumes

The planning horizon for the City of Hermiston TSP Update is 2045. There is no travel demand model that has been previously developed for Hermiston. ODOT's TPAU has developed traffic volume forecasts for the study area utilizing the Statewide Integrated Model (SWIM) and provided the project team with projected growth rates by link on these routes, which will be used to develop the future year volumes. Post-processing of the SWIM model results will be in accordance with NCHRP 765. As recommended by ODOT TPAU staff, the future volumes will be derived using the following formula:

Future Volume = Existing year (Count) * (1 + ((SWIM link value / 100) * (Future Yr – Existing Yr))

Alex Bettinardi, P.E., of ODOT TPAU provided the following example calculation:

*NB has a growth rate of 0.7, SB has 1.5. Approximate a 1% growth rate in both directions. If there's a 25-year difference in base and future year – that a 25% multiplier: Future volume = Base Volume * 1.25*

TPAU shared that in some cases directional differences on the links may exist. Where these differences are extreme and do not meet the project team's knowledge of the area, an approximate averaging of the two directions to get an approximate link growth rate will occur. Analysis completed to grow volumes to future year 2045 for study intersections will be documented and included with applicable subsequent memos.

TRAFFIC ANALYSIS

The traffic analysis will evaluate peak hour traffic operations of the study intersections under existing conditions and through the TSP planning horizon to identify potential capacity constraints and alternatives. This section summarizes the traffic analysis methodology including applicable operational standards and analysis parameters and assumptions.

Intersection Operations Analysis

This section summarizes the intersection operational standards, analysis parameters, and analysis software and input assumptions for the intersection operations analysis.

INTERSECTION OPERATIONAL STANDARDS

The study intersections identified for the TSP are subject to the operating standards described in the following sections according to their jurisdiction. The 49 intersection count locations will be reduced to 30 key intersections as needed for existing and future conditions. That selection will be derived from conversations with city staff. Those 30 intersections will be used to create 30th highest hour volumes (expected to be p.m. peak hour volumes) to perform volume-to-capacity (v/c) or level of service (LOS) analysis of 30 study intersections for existing and future conditions.

ODOT intersections will be assessed utilizing v/c mobility targets established in the Oregon Highway Plan, whereas City of Hermiston intersections will be assessed utilizing LOS mobility targets established in the city's current TSP.

ODOT Facilities

ODOT uses v/c ratios to assess intersection operations. Table 6 of the *Oregon Highway Plan* (OHP – Reference 2) provides maximum volume-to-capacity ratio targets for intersections on ODOT facilities. Table 3 summarizes the applicable v/c ratio that will be used to evaluate the existing and future operations at the ODOT owned/maintained intersections.

OR 207 is classified as a "Regional Highway" and US 395 is classified as a "Freight Route on a Statewide Highway" in the OHP. A portion of US 395 from SE 4th Street, north to W Theater Lane is designated as an "Urban Business Area" (UBA). Speed limits along state facilities were reviewed to match appropriate mobility targets to intersections, as required in Table 6 of the Oregon Highway Plan.

Table 3 ODOT Mobility Targets

Number	ID	Intersection	Type[1]	OHP Mobility Target
1	38433	OR 207/Feedville Rd	Unsignalized	v/c = 0.75 stop-controlled approach[2]
2	999110324	US 395/Feedville Rd	Unsignalized	v/c = 0.75 stop-controlled approach[2]
4	999110670	OR 207/E Diagonal Rd	Unsignalized	v/c = 0.95 stop-controlled approach
5	15439	US 395/Punkin Center Rd	Signalized	v/c = 0.80
7	999110671	OR 207/Gettman Rd	Unsignalized	v/c = 0.95 stop-controlled approach
9	999110634	Penney Ave/US 395	Unsignalized	v/c = 0.95 stop-controlled approach
10	999110635	Airport Rd/US 395	Unsignalized	v/c = 0.95 stop-controlled approach
15	999110640	Port Dr/US 395	Unsignalized	v/c = 0.95 stop-controlled approach
17	38434	US 395/Theater Ln	Signalized	v/c = 0.85
18	22318	US 395/Elm Ave	Signalized	v/c = 0.85
19	24591	US 395/Jennie Ave	Signalized	v/c = 0.85
20	12830	US 395/Gladys Ave	Signalized	v/c = 0.85
21	110035	US 395/Main St	Signalized	v/c = 0.85
22	24597	US 395/Orchard Ave	Signalized	v/c = 0.85
24	12824	OR 207/ NE 4th St	Signalized	v/c = 0.85
25	22317	OR 207/1st Pl	Signalized	v/c = 0.90
26	12829	US 395/Highland Ave	Signalized	v/c = 0.85
27	19733	OR 207/Highland Ave	Signalized	v/c = 0.90
28	12369	OR 207/Hermiston Ave	Signalized	v/c = 0.90
29	12825	US 395/SE 4th St	Signalized	v/c = 0.85
33	30052010	NW 11th St/E Elm Ave	Signalized	v/c = 0.90
38	110036	OR 207/W Orchard Ave	Signalized	v/c = 0.90
45	999110654	US 395/SE Kelli Blvd	Unsignalized	v/c = 0.95 stop-controlled approach
46	999110655	NE 10th St/OR 207	Unsignalized	v/c = 0.85
47	999110534	US 395/Home Depot driveway	Unsignalized	v/c = 0.95 stop-controlled approach

48	999110656	US 395/W Harper Rd	Unsignalized	v/c = 0.95 stop-controlled approach
49	999110532	US 395/NE Cornell Pl	Unsignalized	v/c = 0.95 stop-controlled approach

[1]All unsignalized intersections here are two-way stop-controlled. As such, only the stopping approach mobility standards are displayed in the table.
[2]Indicates that an intersection is located outside of the Hermiston Urban Growth Boundary.

In the event intersection or roadway alternatives involve major traffic control improvements, the applicable v/c standards from Oregon's Highway Design Manual Table 1200-2 (HDM – Reference 3) will be applied.

Local Facilities

The remaining study intersections are on the local street system and are subject to appropriate local operating standards. As established in the City's current TSP (Reference 4), an operational standard of Level of service (LOS) "D" or better applies for all intersections.

Traffic operations at the study intersections will be evaluated according to the ODOT and local operating standards referenced above. Potential solutions will be identified and evaluated for the study intersections that are found to exceed applicable v/c and LOS thresholds under existing and future traffic conditions.

Analysis Parameters

The following data sources and methodologies are proposed for conducting traffic analysis. Analysis of all state facilities will be performed according to the APM, unless otherwise agreed upon by the City and ODOT.

1. **Inventory** – The specific "should" and "shall" elements from ODOT's TSP Guidelines will be inventoried to the extent data is available and provided by ODOT or the City. The available data will be considered and analyzed in Draft Memoranda #4 - #6. See Appendix A for a more detailed list of transportation infrastructure elements that will be included in the analysis.
2. **Intersection/Road Geometry** (e.g., number of lanes, lane configurations, cross-section elements, etc.) will be collected through aerial photography. Available as-built data (verified through site visit) may also be used to verify existing roadway geometry. The analysis models will be constructed on scaled roadway line work from GIS or aerial photography.
3. **Operational Data** (e.g., posted speeds, intersection control, rail crossings, etc.) will be collected through aerial photography, Oregon digital video log, Google Streetview, straight line charts, GIS data, and/or local knowledge. All data will be field verified.

4. **Peak Hour Factors (PHF)** will be calculated for each intersection with traffic count data, as available, and applied to the existing conditions analysis. Per the APM, the following PHF's will be applied for the year 2045 analysis:

    a. Major Arterial to Major Arterial Facilities: 0.95
    b. Major Arterial to Minor Arterial Facilities: 0.92
    c. Minor Arterial to Minor Arterial Facilities: 0.90
    d. Minor Arterial to Collector Facilities: 0.88
    e. Collector to Collector (or Lower) Facilities: 0.85

    If an existing PHF is greater than the default future values above, the existing PHF will be used.

5. **Traffic Volume Development** is described in previous sections.

6. **Traffic Operations**

    a. The methodologies identified in the *Highway Capacity Manual 7th Edition* (HCM – Reference 5) will be used to analyze traffic operations at the study intersections.

    b. Vistro is a software tool designed to assist with operations analyses in accordance with HCM 7th Edition methodologies; therefore, Vistro 7 will be used to conduct the traffic operations analyses. Level-of-service (LOS), delay, v/c ratios (critical movement for unsignalized intersections) and 95th percentile queue lengths will be reported at all intersections regardless of jurisdiction. Planning-level signal warrants will be analyzed at unsignalized intersections not meeting their mobility target using *Manual on Uniform Traffic Control Devices* (MUTCD – Reference 6) traffic signal warrants.

Traffic Analysis Software & Input Assumptions

Table 4 summarizes the Vistro software and input assumptions for the traffic analysis. These settings are consistent with what is listed in the ODOT APM Appendix 12A/13A.

Table 4 Traffic Analysis Assumptions

Intersection Parameters	Existing Conditions Assumptions
Speed	Posted
Peak Hour Factor	From traffic counts
Conflicting Bike and Pedestrians Per Hour	From traffic counts (as available)
Area Type	Not a Central Business District
Ideal Saturation Flow Rate (All Movements)	1,750 passenger cars per hour per lane
Lane Width	12 feet (unless field observations suggest otherwise)
Pedestrian Crosswalk Width	10 feet (unless field observations suggest otherwise)
Percent Heavy Vehicles (All Movements)	From traffic counts (as available)
Percent Grade	Estimated based on field observations
95th – Percentile & Average Vehicle Queues	Vistro summary output

CRASH ANALYSIS

The crash analysis will incorporate the recently completed safety analysis for the City's Safety Action Plan and the supplementary crash analysis report TPAU is currently completing. These analyses will be incorporated into the project as the existing conditions safety analysis. The previously completed crash analysis for the City's Safety Action Plan evaluated crash patterns, risk factors, crash emphasis areas, and summarized all fatal/serious injury crashes across the urban area.

The TPAU-provided crash analysis report will use the Highway Safety Manual Part B Critical Crash Rate and Excess Proportion of a Specific Crash Type screening methods to identify any safety focus locations. TPAU's analysis will also include a critical crash rate analysis for all the study intersections, a review of ODOT's Safety Priority Index System (SPIS), and segment crash rates.

For future transportation projects, the safety impacts of each design or each alternative developed to specifically address a safety concern will be assessed and summarized. The ODOT's All Roads Transportation Safety Crash Reduction Factors Manual (ARTS CRF) will be initial source of countermeasures. If the ARTS CRF is not sufficient, then the Crash Modification Factors (CMFs) in the Highway Safety Manual Part D and/or the Federal Highway Administration Crash Modification Factor Clearinghouse will be used to indicate the potential crash reduction for each safety alternative or countermeasure. It is recognized that the ODOT Crash Modification Factor standard is to only use CMFs with a quality rating of three stars or better.

MULTIMODAL ANALYSIS

The multimodal analysis will review the following elements of the active transportation network and trails to identify potential facility and service alternatives for people walking, biking, and taking transit within the project study area:

- Availability of walking and biking facilities along collector and arterial roadways;
- Level of Traffic Stress (LTS) ratings for pedestrian and bicycle facilities along collector and arterial roadways and intersections, including around transit facilities; and,
- Safety risk to pedestrians and bicyclists along state highways, including around transit facilities.
- Existing transit services (local fixed route, intercity, and paratransit) within and connecting to the planning area;
- Existing service level (frequency, coverage, and reliability, as provided by transit service providers) and ridership patterns (as provided by transit service providers);
- Transportation-related census data (Citywide demographics and commute patterns, as available from the US Census Bureau), to identify underserved areas and unmet needs, comparing census data with existing transit service;
- A qualitative assessment of the strengths and weaknesses of existing transit facilities (transit stops, transit centers, and park-and-ride facilities), including access conditions, available amenities, facility placement, lighting, and other physical conditions.

The LTS analyses will be performed in accordance with the methodologies identified in Chapter 14 of the APM. For state facilities, the assessment will rely on LTS data that ODOT has developed.

REFERENCES

1. Oregon Department of Transportation. Analysis Procedures Manual, 2018.
2. Oregon Department of Transportation. Oregon Highway Plan, 2015.
3. Oregon Department of Transportation. Highway Design Manual, 2025.
4. City of Corvallis. Transportation System Plan. 1997.
5. Transportation Research Board. Highway Capacity Manual, 7th Edition, 2022.
6. Federal Highway Administration. Manual on Uniform Traffic Control Devices. 2009.

APPENDIX A – TRANSPORTATION INVENTORY

AIR

- Identification of any future growth or master plans
- Identification of airport owners and operators
- Identification of types of services offered
- Identification of approximate number of non-commercial flights per day

BICYCLE

- Identification of bicycle lanes, bicycle routes, accessways, paths, and other types of bicycle facilities (as provided by the City and ODOT)
- Location of all reported injuries and deaths of people on bicycles from the most recent 5 years of available data
- Identification of a critical/priority bicycle network
- Identification of key bicycle destinations

MARINE

There are no marine facilities located in the City of Hermiston.

PEDESTRIAN

- Identification of sidewalks, crosswalks, shared-use paths, trails, and other types of pedestrian facilities within the planning area (as provided by the City and ODOT)
- Identification of crash risk factors of inventoried pedestrian facilities, including speed, volume, separation, and roadway width
- Location of all reported injuries and deaths of people walking or using a mobility device from the most recent 5 years of available data
- Identification of intermodal connections (e.g., access to transit)
- Identification of barriers to pedestrians
- Identification of key pedestrian destinations
- Identification of any existing Safe Routes to School action plans

PIPELINE

- Identification of pipeline owners and operators
- General identification of pipeline locations
- Identification of pipeline type
- Identification of pipeline terminals

RAIL

- Identification of the location of rail lines and key support facilities, such as yards and terminals
- Identification of the location and type of rail crossings (e.g., grade-separated, at-grade, signalized, unsignalized, gates, lights, bells)

- Identification of the owners and operators of rail lines and classification (Class I, II, or III) of each operating entity. Note: Many Oregon line segments are owned by Class I railroads but leased to short lines for operation. More than one railroad may operate over track in a jurisdiction, so all owners/operators should be identified.
- Identification of the type of freight service
- Identification of the approximate number of daily trains and their timing if they operate on schedules. Most of this information can be obtained from the rail owner and/or ODOT's Rail Division.

ROADWAY

- Location of all publicly owned, operated, or supported streets
- Identification of roadway ownership by jurisdiction
- Identification of roadway classifications by jurisdiction, including federal, state, regional, and local classifications, as applicable
- Identification of primary uses, and whether they serve local, regional, pass-through, or freight traffic
- Identification of primary users of a facility, including whether users are primarily on foot, bicycle, transit, freight, or personal vehicle
- Identification of land use context for each segment of a facility, including types of planned land uses surrounding the facility
- Identification of the location of key destinations
- Identification of roadway characteristics:
    - For local streets include location
    - For collector streets include location, condition, and number of general-purpose travel lanes and turn lanes
    - For arterial streets include location, condition, and number of general-purpose travel lanes, turn lanes, and lane width
- Identification of lane configurations and traffic control devices at study intersections
- Collection of weekday evening peak-period traffic counts at the identified study intersections
- Identification of bridge location, condition (bridge sufficiency rating), and ownership responsibility
- Location of all reported serious injuries and deaths of people related to vehicular crashes from the most recent 5 years of available data
- Quantify average annual daily traffic volumes on all paved public roads
- Safety analysis (e.g., crash data, Safety Priority Index System locations, off-ramp queuing)

PUBLIC TRANSPORTATION

- Identification of local and intercity transit service providers
- Identification of fixed-route and dial-a-ride service areas and the location of fixed routes, and transit stops
- Identification of service characteristics, such as days and hours of operation and service frequency
- Identification of intercity bus and passenger rail terminals and park-and-ride stations
- Identification of the location of transportation-disadvantaged and disabled populations, including areas with disproportionate concentrations of these populations

TRUCK FREIGHT

- Identification of Oregon Highway Plan Freight Routes and Reduction Review Routes
- Identification of National Highway System (NHS) freight intermodal connectors and facilities (e.g., truck-rail intermodal yards, truck-rail reload facilities, marine terminals, pipeline terminals, air-cargo facilities, park-and-ride lots, highway-to-rail transfer facilities), including service levels and other characteristics
- Identification of the National Highway Freight Network Critical Urban and/or Rural Freight Corridors
- Identification of local and regional truck freight routes
- Freight bottlenecks identified in other state, regional, or local plans
- Identification of truck freight average daily traffic volumes on roadways and intersections that experience significant truck traffic (as available in count data provided by ODOT)
- Identification of truck freight routes with weight, height, or other freight-related restrictions
- Identify major truck freight generators and receivers that support local industry and economy

ATTACHMENT E – CITY OF HERMISTON TSP CRASH ANALYSIS

Oregon
Tina Kotek, Governor

Department of Transportation
Policy, Data and Analysis Division
355 Capitol St NE, MS 42
Salem, OR 97301
Phone: (503) 302-6095

Date: July 24, 2025
To: Project Management Team | City of Hermiston
From: Leia Kagawa, P.E. | Transportation Analysis Engineer
Transportation Planning Analysis Unit (TPAU)
Subject 5B-23 City of Hermiston TSP Crash Analysis

The purpose of this memorandum is to document existing safety issues on roadways for the City of Hermiston Transportation System Plan (TSP), particularly the forty-nine study intersections, see Exhibit 1. The study area encompasses the city limits and extends to its urban growth boundary. However, two of the study intersections are outside those limits (#1, and #2). These intersections are analyzed in the ongoing Umatilla County TSP's[1] crash analysis and will be noted throughout this report and included in the Appendix.

This report supplements the 2024 City of Hermiston Transportation Safety Action Plan (TSAP)[2] that identifies potential countermeasures based on crash severity score screening and should be referenced when developing build alternatives.

Crash Analysis

Crash deficiencies should be addressed within the build alternatives. The crash analysis is based off the official reported crashes submitted to ODOT's Crash Analysis and Reporting Unit (CARU) for the study for 2017 - 2019, and 2021-2023, see Appendix for crash data. Note that data from 2020 was excluded due to travel patterns impacted by the COVID-19 pandemic. These impacts resulted in abnormal traffic volumes, destinations and trends that should not be factored in the typical crash analysis.

Crash Analysis Summary

The following sections summarize crash analysis statistics in the study area.

For the analyzed years, there were 1,539 reported crashes in the study area. There were forty-nine crashes resulting in fatalities or severe injuries and it will be discussed at the end of this report.

Within the study area, 1,438 (93%) crashes were at intersections, however only 731 (47%) of those were at intersections where two roads with federal classifications of collector or higher intersect. There were 503 (41%) associated with the forty-nine study intersections analyzed in this report.

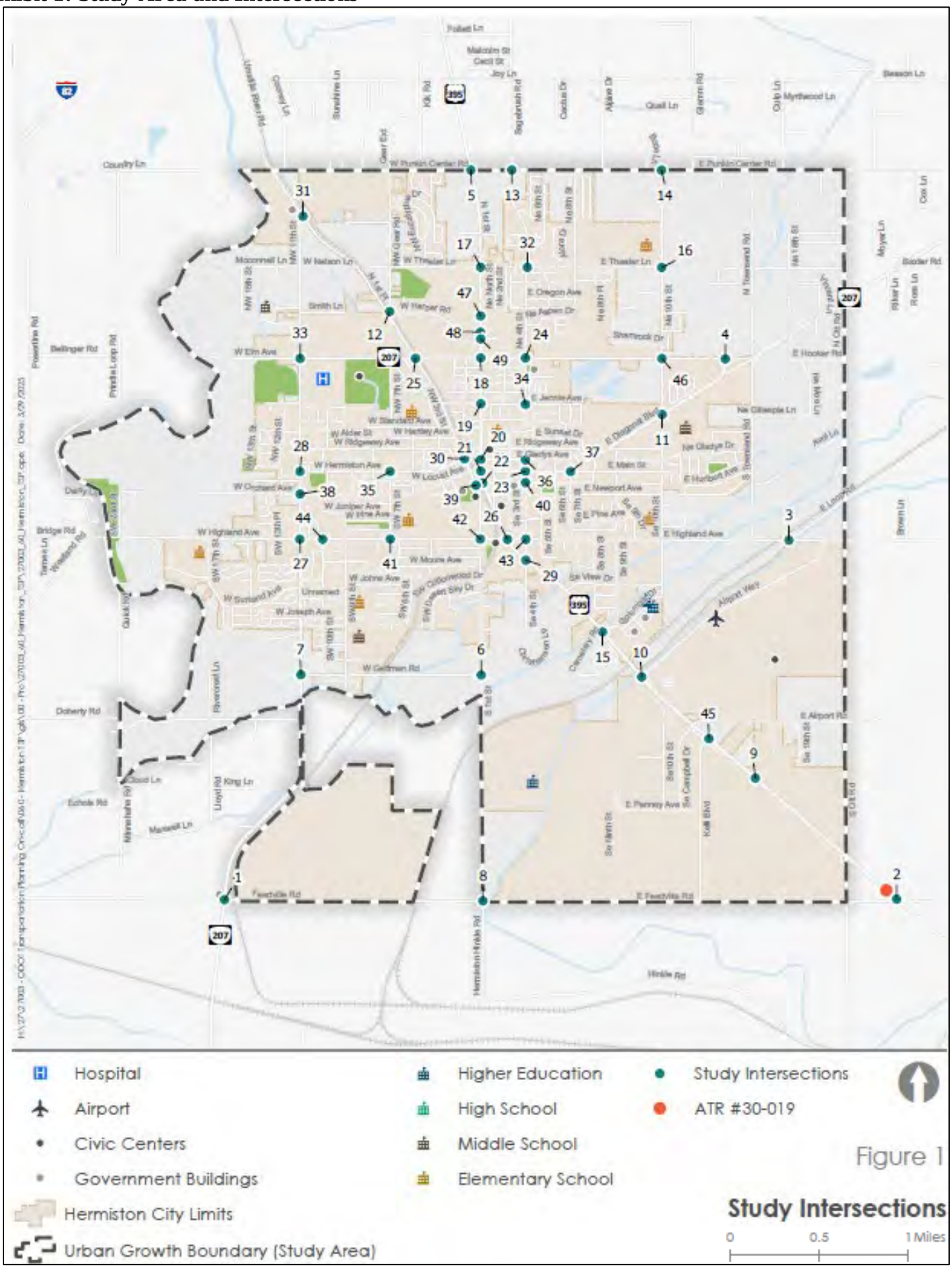
Crashes in Hermiston generally occurred in dry, daytime conditions (Table 1), and most often in Autumn (Table 2).

Table 1: Intersections – Fair Conditions

Fair Condition	Study Area		Study Intersections	
	Count	Percent	Count	Percent
Clear or Cloudy Weather	1,343	87%	594	87%
Dry Road Surface	1,264	82%	563	82%
Daylight	1,048	68%	485	71%

[1] TBD
[2] Hermiston Safety Action Plan (2024)

Exhibit 1: Study Area and Intersections



Most crashes occur during the typical lunch (11-2 PM) and evening commuting (4-7 PM) hours, 25% and 29% respectively. In line with the commuting crash trends, weekdays experienced more crashes (Table 3). Approximately 75% of crashes with posted speed limits occurred on low-speed routes, <=30 MPH.

Table 2: Crashes by Season

Season	Spring Mar.-May	Summer June-Aug.	Autumn Sept.-Nov.	Winter Dec.-Feb.
Percent of Crashes	21%	25%	28%	26%

Table 3: Crashes by Day of the Week

Day of Week	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Percent of Crashes	13%	15%	14%	15%	18%	14%	11%

Crash Types

The crashes in the study area represent typical crashes for urban or urban-fringe areas. Crash type, as defined by CARU, identifies the first harmful event while collision type identifies the first impact. Table 4 lists the collision type by year and the top four collision types are described in the list below.

- Turning and Angle collisions are caused by motorists taking improper gaps in traffic or failing to yield
- Rear-ends occur when a vehicle collides into a vehicle travelling in the same direction. At urban intersections, rear-end collisions are generally caused by queuing at a signal.
- Fixed or other object collisions occur when a vehicle strikes a non-vehicular object on or off the roadway.

These types of collisions, and pedestrian collisions, are typical for urban areas and are generally caused by motorists' inattention or driving at inappropriate speeds for the conditions.

Table 4: All Crashes by Collisions Type[3] and By Year

Crash Type[3]	2017 Count	2017 (%)	2018 Count	2018 (%)	2019 Count	2019 (%)	2021 Count	2021 (%)	2022 Count	2022 (%)	2023 Count	2023 (%)
Miscellaneous	3	*1%*	1	*0%*	2	*1%*	1	*0%*	0	*0%*	0	*0%*
Backing	4	*2%*	9	*4%*	6	*2%*	10	*4%*	7	*3%*	5	*2%*
Pedestrian	4	*2%*	5	*2%*	8	*3%*	2	*1%*	3	*1%*	3	*1%*
Angle	21	*9%*	31	*13%*	47	*19%*	49	*19%*	40	*15%*	40	*14%*
Head-on	3	*1%*	6	*2%*	2	*1%*	4	*2%*	6	*2%*	3	*1%*
Rear-End	78	*33%*	76	*31%*	70	*28%*	87	*35%*	74	*27%*	79	*28%*
Sideswipe Meeting	2	*1%*	3	*1%*	1	*0%*	2	*1%*	5	*2%*	6	*2%*
Sideswipe Overtaking	14	*6%*	12	*5%*	17	*7%*	16	*6%*	23	*8%*	23	*8%*
Turning	77	*32%*	66	*27%*	75	*30%*	63	*25%*	84	*31%*	85	*30%*
Parking	0	*0%*	0	*0%*	1	*0%*	1	*0%*	0	*0%*	0	*0%*
Non-Collision	1	*0%*	4	*2%*	0	*0%*	2	*1%*	7	*3%*	1	*0%*
Object (Fixed)	31	*13%*	29	*12%*	22	*9%*	15	*6%*	26	*9%*	36	*13%*
***Subtotal:**	**238**		**242**		**251**		**252**		**275**		**281**	

Table 4 shows a 3.4% yearly average increase in crashes. The ODOT's Annual Traffic Crash Summaries[4] show a 3.5% average yearly increase of improper driving as the contributing factor of a crash typically increased, see

[3] ODOT 2023 Motor Vehicle Traffic Crash Analysis and Code Manual
[4] Oregon Department of Transportation : Crash Statistics & Reports : Data & Maps : State of Oregon

Table 5. Improper driving includes a range of maneuvers performed improperly, such as: backing (not parking), change of lanes, failure to signal, stopping in a traffic, improperly parked/parking, or turning.

Table 5: Contributing Factor for Crash - Improper Driving[4]

Crash Contributing Factor	2017	2018	2019	2021	2022
Improper Driving	30%	21%	32%	39%	47%

The ODOT Safety Priority Index System (SPIS) is a systematic method used for identifying safety issues for public roadways for further investigation. SPIS scores are calculated based on the frequency, rate, and severity of three years of crash data. Sites within the top ten percent typically have good potential for cost effective safety improvements, while the top five percent locations may require more costly solutions. According to ODOT's SPIS System User Guide[5], SPIS scores should not be used to prioritize projects.

There are several SPIS sites in the study area, see Appendix. To avoid the over-representation of a crash at a location, SPIS scores over multiple report years should be compared. Table 6 lists locations that are identified multiple times as a top five and ten percent for all state or non-state facilities for the three most recent reports. Of the four recurring SPIS site locations, three are at study intersections.

Table 6: Top 5 & 10% SPIS locations in multiple SPIS reports

	Road	US 395	US 395	US 395	W Highland Ave
	Cross Road	#5 - Punkin Center	#48 - Harper Rd	#18 - OR 207	SW 17th St
	Type*	4SG	3ST	4SG	3ST
2021 Report ('18-'20)	ADT*	12,400	18,268	18,268	8,240
	%	95	95	90	95
	Score	65.25	63.00	50.98	59.86
	Crashes	13	17	14	8
	Fatalities	1	0	0	0
2022 Report ('19-'21)	ADT	13,150	19,492	19,492	8,410
	%	95	95	95	95
	Score	67.53	71.59	54.25	55.47
	Crashes	12	18	21	8
	Fatalities	1	0	0	0
2023 Report ('10-'22)	ADT	14,500	18,636	18,636	8,585
	%	95	95	95	90
	Score	64.49	63.63	54.51	48.95
	Crashes	13	12	21	4
	Fatalities	0	0	0	0

* **3ST**=three leg intersection with stop controlled minor street, **4ST**=four leg intersection with stop controlled minor streets, **4SG**=four leg intersection controlled by a signal, **ADT**=Average daily Traffic Volume

[5] Safety Priority Index System (SPIS), Oregon Adjustable Safety Index, and Crash Summary Reports System User Guide

Crash Type Analysis

Over-represented crash types were identified through the Highway Safety Manual Part B screening critical crash rate (CCR), and excess proportion of specific crash types (EP) methodologies[6]. The critical crash rate method calculates a statistical threshold to compare against observed crash rates (OCR) at a location to a group of similar locations known as reference populations—minimum of five sites for CCR and EP analysis, and at least two site should have two crashes for EP analysis. Excess proportion suggests the likelihood that a site will benefit from countermeasures targeted at the collision type under consideration—an example is provided later in this section.
For this project, two thresholds were compared: Oregon statewide 90th for intersections percentile crash rate[7] (OR 90th% CR), Oregon five-year Table II crash rate[8] (Tbl-II CR), and a reference population critical crash rate (CCR). When the observed crash rates exceed a threshold, it suggests that the location has a higher risk of crashes based on its characteristics, compared to the reference population. Various segment lengths were used for EP analysis due to side street frequency, see Appendix. Crashes included in intersection analysis were excluded, and segments with two or less crashes were excluded. The "Turn movement" collision type was identified as the most prevalent for intersections based on EP.

Both Table 7 and Table 8, respectively, depict all the segments and intersections analyzed for critical crash rate. Observed Crash Rates (OCR) that exceed the population CCR, OR 90th% CR, or Tbl-II CR are bolded. No fatal or serious injuries were reported for the analyzed segments, therefore Table 7 does not have columns for $CCR_{InjF/A}$ or $OCR_{InjF/A}$ unlike Table 8.

As earlier mentioned, two study intersections are outside the UGB and were analyzed in the Umatilla County TSP. Their critical crash rates can be seen in Table 9, and it is noted that the OR 90th% will be lower compared to similar reference populations in Table 8. This is due to differences between urban and rural crash statistics. Like Table 7, Table 9 does not have $CCR_{InjF/A}$ or $OCR_{InjF/A}$ columns.

Table 10 depicts all intersections that are flagged for EP, and Table 11 depicts all study intersections analyzed in the Umatilla County TSP that are flagged for EP. No segments in the study area were flagged for EP.

Table 7: Segments Critical Crash Rate (CCR) Analysis

	Location	Length (Miles)	All Crashes		
			Tbl-II CR	CCR	OCR_{MAX}
Arterial	OR 207: West of Stoddard to East of Ott	0.80	2.498	1.44	0.29
Arterial	US 395: Rocket Mart to North of Van Arsdale	0.27	2.498	1.49	**1.63**
Local	NW ELM ST: East of OR 207	0.20	n/a	26.22	4.11
Local	ORCHARD AVE EXT: West of 23rd	0.05	n/a	36.34	**54.73**
Major Collector	E HIGHLAND AVE: By A Line Canal	0.03	1.98	11.14	**22.06**
Major Collector	FEEDVILLE RD: From Dept of Ag to Kelli	1.40	1.98	2.76	0.62
Major Collector	GETTMAN RD: East of 9th & West of 1st	0.10	1.98	12.18	**17.07**
Major Collector	PUNKIN CENTER RD: East of Borde & West of 10th	0.20	1.98	3.97	1.58
Major Collector	S. OTT RD: South of OR 207 & South of Hermiston Ditch	0.40	1.98	4.72	**2.54**

Note: *The Observed Crash Rate (OCR) used in this table is the maximum observed over the segment*

[6] Highway Safety Manual (HSM) 2010 4-52
[7] Assessment of Statewide Intersection Safety Performance (SPR 667)
[8] ODOT State Highway Crash Rate Table II 5-Year Comparison

Table 8: Intersections Critical Crash Rate (CCR) Analysis

#		Location	All Crashes			Fatal & Severe Injuries	
			OR 90th% CR	CRR	OCR	$CCR_{InjF/A}$	$OCR_{InjF/A}$
28	3SG	OR 207 / HERMISTON	0.509	*n/a*	0.57		
4	3ST	OR 207 / DIAGONAL	0.293	0.46	0.02		
12	3ST	1ST / HARPER	0.293	0.43	0.22	0.03	0.01
14	3ST	PUNKIN CENTER / 10TH	0.293	0.99	**0.93**		
31	3ST	11TH / 1ST	0.293	0.62	**0.48**		
35	3ST	HERMISTON / 4TH	0.293	0.57	**0.65**		
44	3ST	HIGHLAND / 10TH	0.293	0.66	**0.40**		
45	3ST	US 395 / KELLI	0.293	0.53	**0.83**	0.06	0.04
47	3ST	US 395 / Home Depot	0.293	0.46	0.14		
48	3ST	US 395 / HARPER*	0.293	0.47	**0.45**	0.04	0.02
49	3ST	US 395 / CORNELL*	0.293	0.43	**0.33**		
	3ST	FIRST / JENNIE	0.293	0.73	0.28		
8	4AWSC	FEEDVILLE / 1ST	*n/a*	0.88	0.51		
32	4AWSC	4TH / THEATER	*n/a*	0.69	0.37		
34	4AWSC	JENNIE / 4TH	*n/a*	0.68	0.35		
41	4AWSC	7TH / HIGHLAND	*n/a*	0.65	**0.73**	0.08	0.06
43	4AWSC	4TH / HIGHLAND	*n/a*	0.52	0.26		
5	4SG	US 395 / PUNKIN CENTER	0.86	0.90	0.47	0.08	0.02
17	4SG	US 395 / THEATER	0.86	0.91	0.69	0.08	**0.08**
18	4SG	US 395 / OR 207	0.86	0.86	**1.29**	0.07	0.05
19	4SG	US 395 / JENNIE	0.86	0.88	0.48		
20	4SG	US 395 / GLADYS	0.86	0.86	0.61	0.07	0.05
21		US 395 / MAIN	0.86	0.90	0.59	0.08	0.02
22		US 395 / HURLBURT	0.86	0.93	0.67		
23		MAIN / 4TH	0.86	0.99	0.53		
24		OR 207 / 4TH	0.86	0.95	0.48	0.09	0.03
25		OR 207 / 1ST	0.86	0.93	**1.16**	0.09	0.03
26		US 395 / HIGHLAND	0.86	0.89	0.59		
27		OR 207 / HIGHLAND	0.86	0.90	0.78	0.08	0.05
29		US 395 / 4TH	0.86	0.92	0.68		
30		1ST / HERMISTON	0.86	1.02	0.43	0.12	0.05
33		OR 207 / HERMISTON	0.86	0.96	0.25		
38	4SG	OR 207 / ORCHARD	0.86	0.91	**0.64**	0.08	0.02
7	4ST	OR 207 / GETTMAN	0.408	0.89	**0.46**		
11	4ST	10TH / DIAGONAL	0.408	0.82	0.25		
13	4ST	4TH / PUNKIN CENTER	0.408	0.71	**0.41**		
15	4ST	US 395 / PORT	0.408	0.69	0.35		
16		10TH / THEATER	0.408	1.05	**0.58**		
36		GLADYS / FOURTH	0.408	0.79	**0.69**		
39		ORCHARD / 1ST	0.408	0.75	0.33	0.06	**0.06**
40		4TH / HURLBURT	0.408	0.78	0.32		
42		HIGHLAND / 1ST	0.408	0.67	**0.41**		
46		OR 207 / 10TH	0.408	0.75	**0.98**		
		HIGHLAND / 10TH	0.408	0.92	0.38		

**Note: Cornell and Harper Road are offset by approximately 175'. Their proximity to one another lowers their individual crash rates.*

Table 9: Umatilla County CCR of Study Intersections

#	Reference Population	Location	All Crashes		
			OR 90th% CR	CRR	OCR
1	4ST	OR 207 / Feedville	1.08	0.822	**1.149**
2	4ST	US 395 / Feedville	1.08	0.738	0.310

Table 10: Intersections Flagged for Excess Proportion of Specific Crash Types (EP)

#		Location	Probability *(Excess Proportion)*					
			Angle	Fixed Object	Ped.	Sideswipe Over-taking	Turn	Rear
45	3ST	US 395 / KELLI	0.99 (0.13)			0.94 (0.054)		
49	3ST	US 395 / CORNELL				0.95 (0.064)		
48	3ST	US 395 / HARPER				0.90 (0.004)	0.91 (0.174)	
47	3ST	US 395 / Home Depot					0.93 (0.344)	
35	3ST	HERMISTON / 4TH						0.99 (0.328)
44	3ST	HIGHLAND / 10TH						0.99 (0.533)
32	4AWSC	4TH / THEATER	0.95 (0.415)					
41	4AWSC	7TH / HIGHLAND					0.94 (0.032)	
43	4AWSC	4TH / HIGHLAND					0.94 (0.011)	
21	4SG	US 395 / MAIN	1.00 (0.419)					
5	4SG	US 395 / PUNKIN CENTER			0.99 (0.079)			
19	4SG	US 395 / JENNIE			0.99 (0.056)	0.95 (0.067)		
27	4SG	OR 207 / HIGHLAND			0.98 (0.038)			
20	4SG	US 395 / GLADYS				0.96 (0.055)		
22	4SG	US 395 / HURLBURT				0.91 (0.039)		
24	4SG	OR 207 / 4TH					1.00 (0.488)	
29	4SG	US 395 / 4TH					0.95 (0.183)	
18	4SG	US 395 / OR 207						1.00 (0.204)
25	4SG	OR 207 / 1ST						0.93 (0.127)
46	4ST	OR 207 / 10TH	0.91 (0.181)					
7	4ST	OR 207 / GETTMAN		0.99 (0.395)				
15	4ST	US 395 / PORT		0.98 (0.195)				
11	4ST	10TH / DIAGONAL					0.90 (0.399)	
42	4ST	HIGHLAND / 1ST						0.92 (0.12

Table 11: Umatilla County Flagged EP of Study Intersections

#	Reference Population	Location	Probability *(Excess Proportion)*					
			Angle	Fixed Object	Turn Movement	Rear End	Ped.	Sideswipe Over-taking
2	4ST	US395 / Feedville		0.98 *(0.23)*				

Example Countermeasure Selection

The US 395 and OR 207 intersection is flagged for multiple critical crash rate thresholds and excess proportion (EP) of rear-end crashes, see Table 10. The rear-end probability scores of 1.00 means that it is ~99% likely that the long-term EP of those types of crashes is greater than the threshold proportion. The EP score of 0.204 is the difference between the observed crash and the threshold proportion for the reference population.

This 4-leg signalized intersection is in a heavily commercial area of the City of Hermiston. Each of its four corners houses a restaurant or café, three of which with drive-throughs. Northeast of the intersection is a Walmart Supercenter that serves the region. Part of its parking lot can be seen in Exhibit 2. Crashes in this area are not constrained to the typical radius for intersection analysis. This is likely due to the frequency of private business driveways and proximity of Cornell Pl and Harper Rd and high traffic volumes, see Exhibit 3.

Despite the construction of a traffic separator for the US 395 left turn lanes, crashes remain high. Table 12 lists a potential countermeasure from ODOT's Crash Reduction Factor (CRF) Manual[9]. However, additional considerations should include:

- Reducing the surrounding speed limits; max 30 mph on US 395 north intersection,
- Aligning Harper Rd and Cornell Pl; a signal may be warranted at that location.

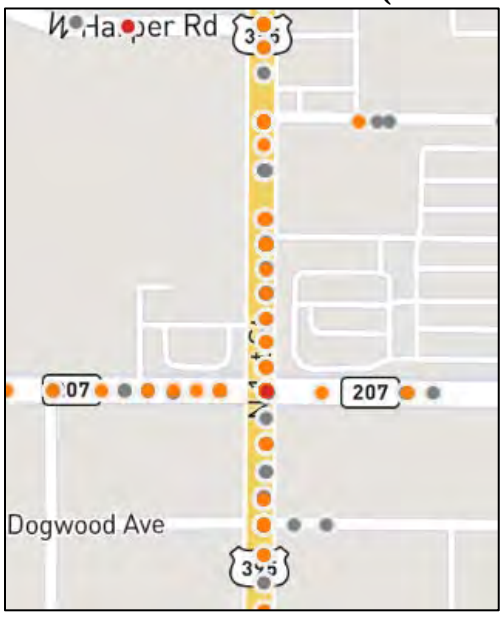
Table 12: Example Countermeasures for

ID	Description	CRF (%)
H38	Install Any Type of Median Barrier *(on US 395 from OR 207 to Cornell Pl)*	22

Exhibit 2: US395 and OR 207 Aerial



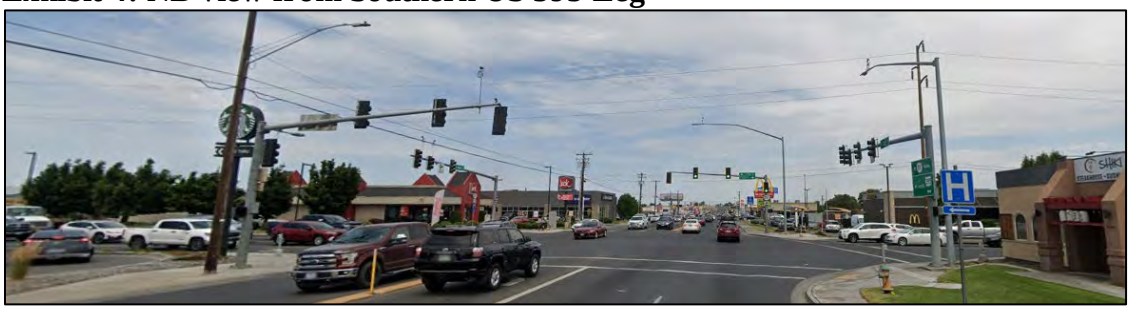
Exhibit 3: Crashes 2017-2023 (excl. 2017)



Note: *Points indicate crash locations*

[9] ODOT's All Road Transportation Safety (ARTS) Program Crash Reduction Factor Manual

Exhibit 4: NB view from Southern US 395 Leg



Fatal and Serious Injury Crashes

Approximately forty-nine (3%) of the crashes in the study area resulted in fatalities or serious injuries. Of those crashes, a slight majority were experienced in Winter and/or on the weekend, see Table 13 and Table 14. Table 15 is like Table 4 but focuses on crashes that result in fatal or serious injuries.

Table 13: Fatal or Serious Injury (F&A) Crashes by Season

Season	Spring Mar.-May	Summer June-Aug.	Autumn Sept.-Nov.	Winter Dec.-Feb.
Percent of Crashes	27%	22%	29%	22%

Table 14: Fatal or Serious Injury (F&A) Crashes by Day of the Week

Day of Week	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Percent of K&A Crashes	14%	8%	12%	10%	20%	16%	18%
Percent of All Crashes	0.5%	0.3%	0.4%	0.3%	0.6%	0.5%	0.6%

Table 15: Fatal or Serious Injury (F&A) Crashes by Collision Type and Year

Crash Type	2017 Count	(%)	2018 Count	(%)	2019 Count	(%)	2021 Count	(%)	2022 Count	(%)	2023 Count	(%)
Miscellaneous	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Backing	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Pedestrian	0	0%	0	0%	1	17%	1	20%	1	6%	3	21%
Angle	0	0%	1	25%	1	17%	3	60%	4	25%	2	14%
Head-on	1	25%	0	0%	0	0%	0	0%	1	6%	0	0%
Rear-End	0	0%	2	50%	0	0%	0	0%	2	13%	4	29%
Sideswipe Meeting*	0	0%	1	25%	0	0%	0	0%	1	6%	0	0%
Sideswipe Overtaking	0	0%	0	0%	0	0%	0	0%	0	0%	1	7%
Turning	2	50%	0	0%	2	33%	1	20%	4	25%	3	21%
Parking	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Non-Collision	0	0%	0	0%	0	0%	0	0%	1	6%	0	0%
Object (Fixed)	1	25%	0	0%	2	33%	0	0%	2	13%	1	7%
Subtotal:	**4**		**4**		**6**		**5**		**16**		**14**	

Table 15 depicts an increase in crashes in fatalities or serious injuries. This corresponds with the general increase in crashes, see Table 4. The 2022 spike in angle and turning movement crashes corresponds with the increase in improper driving, that includes improper turns, depicted in Table 5. The 2022 and 2023 crashes do not correspond with construction work zones and are distributed throughout the city. It is likely that this

dramatic increase in crashes resulting in fatal or serious injury is a new trend. Though preliminary, the ODOT's Initial Fatal Crash Information Viewer[10] indicates that there were seven fatal crashes within the Hermiston's UGB in 2024.

The following are brief summaries of all forty-nine observed fatalities and severe injury crashes at thirty-seven sites in the study area:

ODOT Facilities with Fatalities or Serious Injury Crashes:

1) **#25: OR 207 / 1ST** – On a Saturday morning in July, a crash resulting in serious injuries involving two vehicles occurred due to an angle collision. A motorist was improperly driving. It was a clear day and the pavement was dry.
2) **#24: OR 207 / 4TH** – On an early Friday afternoon in December, a crash resulting in serious injuries involving two vehicles occurred due to a rear-end collision. A motorist was carelessly driving. It was a clear day and the pavement was dry.
3) **OR 207 / Juanita** – On a Tuesday afternoon in May, a fatal crash involving two vehicles occurred due to a rear-end collision. A motorist failed to avoid the vehicle ahead. It was a clear day and the pavement was dry.
4) **#27: OR 207 / HIGHLAND** – Two crashes occurred at this location:
   - On a Tuesday afternoon in May, a fatal crash involving two vehicles occurred due to a rear-end collision. A motorist failed to avoid the vehicle ahead. It was a clear day and the pavement was dry.
   - On an early Thursday evening in August, a crash resulting in serious injuries involving two vehicles occurred due to a turning movement collision. A motorist was not paying attention and did not yield right-of-way. It was a clear night and the pavement was dry.
5) **#38: OR 207 / ORCHARD** – On a late Thursday morning August, a crash resulting in serious injuries involving two vehicles occurred due to an angle collision. A motorist disregarded the traffic signal. It was a clear day and the pavement was dry.
6) **OR 207 / OTT** – On an early Saturday afternoon in May, a crash resulting in serious injuries involving two vehicles occurred due to a collision with an object. A motorist was carelessly driving and was driving too fast for conditions. It was a clear day and the pavement was dry.
7) **#18: US 395 / OR 207** – Three crashes occurred at this location:
   - On a Monday morning in August, a crash resulting in serious injuries involving two vehicles occurred due to a rear-end collision. A motorist followed too close and was not attentive. It was a clear day and the pavement was dry.
   - On a Friday evening in December, a crash resulting in serious injuries involving two vehicles occurred due to an angle collision. A motorist was carelessly driving and disregarded the traffic signal. It was a rainy night, the pavement was wet, and it was dark with streetlights.
   - On a Monday evening in April, there was a fatal crash involving a vehicle and a cyclist occurred due to a turning movement collision. The motorist disregarded the traffic signal and the cyclist was illegally in the roadway. It was a clear night, the pavement was dry, and it was dark with streetlights.
8) **US 395 / Campbell** – On a late Monday morning August, a crash resulting in serious injuries involving two vehicles occurred due to a rear-end collision. A motorist failed to avoid the vehicle ahead. It was a clear day and the pavement was dry.

[10] Oregon Department of Transportation : Initial Fatal Crash Information Viewer : Data & Maps : State of Oregon (7/20/25)

9) **US 395 / Catherine** – On a late Wednesday afternoon in December, a crash resulting in serious injuries involving a vehicle and a pedestrian occurred. It was a foggy day, the pavement was icy, and it was dark with streetlights.

10) **#20: US 395 / GLADYS** – Three crashes occurred at this location:

- On a Monday evening in October, a crash resulting in serious injuries involving a vehicle and a cyclist occurred due to an angle collision. The motorist was unable to see the cyclist. It was a clear night, the pavement was dry, and it was dark with streetlights.
- On a Thursday morning in September, a crash resulting in serious injuries involving a vehicle and a cyclist occurred due to a turning movement collision. The motorist was carelessly driving and did not yield right-of-way. It was a clear day and the pavement was dry.
- On a Friday evening in August, a crash resulting in serious injuries involving two vehicles occurred due to an angle collision. A motorist disregarded the traffic signal. It was a clear night, the pavement was dry, and it was dark with streetlights.

11) **#48: US 395 / HARPER** – On a Wednesday evening in March, a crash resulting in serious injuries involving two vehicles occurred due to a turning movement collision. A motorist was carelessly driving and was not attentive. It was a clear night, the pavement was dry, and it was dark with streetlights.

12) **#45: US 395 / KELLI** – On a Tuesday morning in November, a fatal crash involving two vehicles occurred due to an angle collision. A motorist did not yield right-of-way and was carelessly driving. It was a clear day and the pavement was dry.

13) **#21: US 395 / MAIN** – On a late Monday evening in August, a crash resulting in serious injuries involving two vehicles occurred due to an angle collision. A motorist was carelessly driving and disregarded the traffic signal. It was a clear night, the pavement was dry, and it was dark with streetlights.

14) **US 395 / Oregon** – On a Wednesday afternoon in November, a crash resulting in serious injuries involving three vehicles occurred due to a sideswipe - meeting collision. A motorist crashed due to physical illness. It was a clear day and the pavement was dry.

15) **#5: US 395 / PUNKIN CENTER** – On a late Friday evening in December, a fatal crash involving two vehicles occurred due to a turning movement collision. A motorist was recklessly driving. It was a foggy night, the pavement was dry, and it was dark without streetlights.

16) **#17: US 395 / THEATER** – Two crashes occurred at this location:

- Around noon on a Sunday in October, a crash resulting in serious injuries involving two vehicles occurred due to an angle collision. A motorist disregarded the traffic signal. It was a clear day and the pavement was dry.
- Around noon on a Friday in October, a crash resulting in serious injuries involving two vehicles occurred due to an angle collision. A motorist was carelessly driving and disregarded the traffic signal. It was a cloudy day and the pavement was wet.

17) **US 395 by Rocket Mart to North of Van Arsdale** – Five crashes occurred in this segment:

- Around 2 AM on a Saturday in August, a fatal crash involving a vehicle and a pedestrian occurred. It was a clear night, the pavement was dry, and it was dark without streetlights.
- On a late Saturday evening in April, a fatal crash involving a vehicle and a pedestrian occurred. It was a clear night, the pavement was dry, and it was dark without streetlights.
- On a Monday evening in March, a crash resulting in serious injuries involving two vehicles occurred due to a head-on collision. A motorist was not paying attention and drove left of the centerline on a two-way road. It was a clear night, the pavement was dry, and it was dark without streetlights.

- On a Friday evening in October, a crash resulting in serious injuries involving two vehicles occurred due to a turning movement collision. A motorist did not yield right-of-way. It was a clear night, the pavement was dry, and it was dark without streetlights.
- On a Saturday morning in July, a crash resulting in serious injuries involving two vehicles occurred due to a turning movement collision. A motorist did not yield right-of-way and was not attentive. It was a clear day and the pavement was dry.

18) **US 395 by Columbia Basin Bioscience** – On a Wednesday morning in December, a crash resulting in serious injuries involving a vehicle occurred due to a non-collision collision. The motorist was driving too fast for the conditions. It was a foggy day and the pavement was icy.

City Facilities with Fatalities or Serious Injury Crashes:

19) **#12: 1ST / HARPER** – On a Friday afternoon in March, a crash resulting in serious injuries involving two vehicles occurred due to a turning movement collision. A motorist was carelessly driving and did not yield right-of-way. It was a clear day and the pavement was dry.

20) **#30: 1ST / HERMISTON** – On a Wednesday afternoon in September, a crash resulting in serious injuries involving two vehicles occurred due to an angle collision. A motorist disregarded the traffic signal. It was a clear day and the pavement was dry.

21) **6TH / Oak** – On a late Sunday morning September, a crash resulting in serious injuries involving two vehicles occurred due to a turning movement collision. A motorist was carelessly driving and made an improper turn. It was a clear day and the pavement was dry.

22) **#37: 7TH / DIAGONAL** – Around midnight on a Monday in October, a fatal crash involving a vehicle occurred due to a collision with an object. The motorist was driving too fast for the conditions. It was a clear night, the pavement was dry, and it was dark without streetlights.

23) **#41: 7TH / HIGHLAND** – On a Thursday afternoon in August, a crash resulting in serious injuries involving two vehicles occurred due to a rear-end collision. A motorist failed to avoid a vehicle ahead. It was a clear day and the pavement was dry.

24) **BAXTER RD** – On a Sunday morning in April, a crash resulting in serious injuries involving two vehicles occurred due to a rear-end collision. A motorist failed to avoid a vehicle ahead. It was a clear day and the pavement was dry.

25) **HERMISTON / 9th** – On a Friday afternoon in January, a crash resulting in serious injuries involving two vehicles occurred due to a turning movement collision. A motorist was carelessly driving and did not yield right-of-way. It was a clear day, the pavement was dry, and it was dusk.

26) **HIGHLAND / 14th PL** – On a Sunday afternoon in August, a crash resulting in serious injuries involving three vehicles occurred due to a sideswipe - overtaking collision. A motorist was recklessly driving and was improperly overtaking a vehicle. It was a clear day and the pavement was dry.

27) **HOOKER / Townsend** – On a Friday evening in February, a crash resulting in serious injuries involving a vehicle occurred due to a collision with an object. The motorist was improperly driving. It was a snowy night, the pavement was icy, and it was dark without streetlights.

28) **JOY LN** – On a late Sunday afternoon in December, a crash resulting in serious injuries involving a vehicle occurred due to a collision with an object. The motorist was carelessly driving and drove left of the centerline on a two-way road. It was a clear day, the pavement was dry, and it was dark without streetlights.

29) **MAIN / 10th** – On a Thursday afternoon in September, a crash resulting in serious injuries involving a vehicle and a cyclist occurred due to an angle collision. The motorist did not yield right-of-way. It was a clear day and the pavement was dry.

30) **#39: ORCHARD / 1ST** – Around 2 AM on a Saturday in March, a fatal crash involving a vehicle and a pedestrian occurred. It was a clear night, the pavement was dry, and it was dark with streetlights.

31) **ORCHARD / Butte Dr** – On a Saturday evening in November, a crash resulting in serious injuries involving three vehicles occurred due to a rear-end collision. A motorist was improperly driving. It was a clear night, the pavement was dry, and it was dark with streetlights.

32) **RIDGEWAY / FIRST** – On an early Sunday evening in November, a fatal crash involving a vehicle occurred due to a collision with an object. The motorist was not paying attention. It was a clear night, the pavement was dry, and it was dark without streetlights.

33) **FEEDVILLE RD by Dept Ag to Kelli** – Two crashes occurred in this segment:

- On a late Sunday morning in December, a crash resulting in serious injuries involving two vehicles occurred due to a sideswipe - meeting collision. A motorist other (not improper driving). It was a snowy day and the pavement was icy.
- On a Tuesday morning in January, a fatal crash involving a vehicle occurred due to a collision with an object. The motorist was driving too fast for the conditions. It was a cloudy day and the pavement was dry.

34) **HARPER by Desert Lanes Family Fun Center** – On a late Sunday morning February, a fatal crash involving two vehicles occurred due to a rear-end collision. A motorist followed too closely and was improperly overtaking a vehicle. It was a clear day and the pavement was dry.

35) **N TOWNSEND RD by N Canal** – Around midnight on a Friday in October, a crash resulting in serious injuries involving a vehicle and a pedestrian occurred. It was a clear night, the pavement was dry, and it was dark without streetlights.

36) **PUNKIN CENTER RD by Alpine** – On a late Saturday afternoon in May, a fatal crash involving two vehicles occurred due to a head-on collision. A motorist drove left of the centerline on a two-way road. It was a clear day and the pavement was dry.

37) **S TOWNSEND RD by Magpie** – On an early Tuesday afternoon in April, a crash resulting in serious injuries involving two vehicles occurred due to a turning movement collision. A motorist did not yield right-of-way. It was a clear day and the pavement was dry.

Vulnerable Users Crashes

Crashes with vulnerable users such as pedestrians and bicyclists disproportionally result in fatalities or serious injuries. Severe pedestrian crashes appear to be increasing in frequency according to Table 15. This rise is likely tied to the growth and urbanization of Hermiston.

There were twenty-five crashes that involved pedestrians, three being fatal and three resulting in serious injuries. There were seventeen crashes that involved cyclists, one being fatal and three resulting in serious injuries. About a quarter of the crashes involving pedestrians at dusk/twilight or in darkness without street. All but one of the crashes involving bicyclists were either in daylight or with streetlight illumination. Crashes with these vulnerable users occurred about equally on ODOT and city facilities as follows—this list excludes ten previously listed fatal or serious injury crashes:

ODOT Facilities Crashes Involving Pedestrian or Bicyclist:

A) **#27: OR 207 / HIGHLAND** – On a late Saturday afternoon in December, a crash resulting in minor injuries involving a vehicle and a pedestrian occurred. It was a clear day, the pavement was dry, and it was dark with streetlights.

B) **#18: US 395 / OR 207** – Two crashes involving pedestrians occurred at this location:

- On a Friday evening in July, a crash possibly resulting in injuries involving a vehicle and a pedestrian occurred. It was a clear night, the pavement was dry, and it was dark with streetlights.
- On a Thursday afternoon in December, a crash possibly resulting in injuries involving a vehicle and a pedestrian occurred. It was a cloudy day, the pavement was dry, and it was dusk.

C) **#29: US 395 / 4TH** – On a late Friday afternoon in June, a crash resulting in minor injuries involving a vehicle and a cyclist occurred due to an angle collision. The motorist did not yield right-of-way. It was a clear day and the pavement was dry.

D) **US 395 / Catherine** – Two crashes involving cyclists occurred at this location:

- On a late Friday afternoon in June, a crash resulting in minor injuries involving a vehicle and a cyclist occurred due to an angle collision. The motorist did not yield right-of-way. It was a clear day and the pavement was dry.
- On a late Tuesday morning in May, a crash possibly resulting in injuries involving a vehicle and a cyclist occurred due to a rear-end collision. The motorist was driving too fast for the conditions other (not improper driving). It was a clear day and the pavement was dry.

E) **US 395 / Cherry** – On an early Tuesday morning in February, a crash resulting in minor injuries involving a vehicle and a pedestrian occurred. It was a clear day, the pavement was dry, and it was dark without streetlights.

F) **US 395 / Dogwood** – On a late Saturday evening in August, a crash resulting in minor injuries involving a vehicle and a cyclist occurred due to a turning movement collision. The motorist did not yield right-of-way. It was a clear night, the pavement was dry, and it was dark without streetlights.

G) **#48: US 395 / HARPER** – On a late Friday morning December, a crash possibly resulting in injuries involving a vehicle and a pedestrian occurred. It was a cloudy day and the pavement was dry.

H) **US 395 / HIGHLAND** – On an early Wednesday afternoon in December, a crash possibly resulting in injuries involving a vehicle and a pedestrian occurred. It was a clear day and the pavement was dry.

I) **US 395 / HURLBURT** – On a Wednesday evening in October, a crash possibly resulting in injuries involving a vehicle and a cyclist occurred due to a turning movement collision. The motorist was unable to avoid the cyclist illegally in the roadway. It was a clear night, the pavement was dry, and it was dark with streetlights.

J) **US 395 / JENNIE** – Three crashes involve occurred at this location:

- Around noon on a Sunday in October, a crash resulting in minor injuries involving a vehicle and a pedestrian occurred. It was a clear day and the pavement was dry.
- On a late Thursday evening in February, a crash possibly resulting in injuries involving a vehicle and a pedestrian occurred. It was a clear night, the pavement was dry, and it was dark with streetlights.
- On a Monday afternoon in October, a crash possibly resulting in injuries involving a vehicle and a cyclist occurred due to a turning movement collision. The motorist did not yield right-of-way. It was a clear day and the pavement was dry.

K) **US 395 / PUNKIN CENTER** – On a Saturday evening in January, a crash possibly resulting in injuries involving a vehicle and a pedestrian occurred. It was a rainy night, the pavement was snowy, and it was dark without streetlights.

L) **US 395 by Ace Hardware** – On a Sunday evening in January, a crash resulting in minor injuries involving a vehicle and a pedestrian occurred. It was a rainy night, the pavement was wet, and it was dark with streetlights.

City Facilities Crashes Involving Pedestrian or Bicyclist:

M) **1st PL / LOCUST** – On an early Tuesday evening in February, a crash possibly resulting in injuries involving a vehicle and a pedestrian occurred. It was a clear night, the pavement was dry, and it was dark with streetlights.

N) **#43: 4TH / HIGHLAND** – On a Friday afternoon in August, a crash possibly resulting in injuries involving a vehicle and a cyclist occurred due to a turning movement collision. The motorist did not yield right-of-way. It was a clear day and the pavement was dry.

O) **7th: PINE** – On an early Thursday morning in January, a crash possibly resulting in injuries involving a vehicle and a pedestrian occurred. It was a rainy night, the pavement was wet, and it was dark with streetlights.

P) **#36: GLADYS / 4TH** – On a late Thursday afternoon in September, a crash resulting in minor injuries involving a vehicle and a cyclist occurred due to a turning movement collision. The motorist did not yield right-of-way. It was a clear day and the pavement was dry.

Q) **GLADYS: 10th** – Around noon on a Wednesday in August, a crash possibly resulting in injuries involving a vehicle and a cyclist occurred due to an angle collision. The motorist did not yield right-of-way. It was a clear day and the pavement was dry.

R) **HERMISTON: 10th** – On an early Thursday evening in January, a crash resulting in minor injuries involving a vehicle and a pedestrian occurred. It was a rainy night, the pavement was wet, and it was dark without streetlights.

S) #**42: HIGHLAND / 1ST** – On a Tuesday afternoon in March, a crash resulting in minor injuries involving a vehicle and a pedestrian occurred. It was a rainy day and the pavement was wet.

T) #**22: MAIN / 4TH** – On a Thursday morning in October, a crash resulting in minor injuries involving a vehicle and a cyclist occurred due to a turning movement collision. The motorist disregarded the traffic signal and did not yield right-of-way. It was a clear day and the pavement was dry.

U) **MAIN / 5th** – On an early Wednesday evening in June, a crash resulting in minor injuries involving a vehicle and a cyclist occurred due to a turning movement collision. The motorist did not yield right-of-way. It was a clear night and the pavement was dry.

V) **ORCHARD / 3rd** – On an early Friday evening in December, a crash resulting in minor injuries involving a vehicle and two pedestrians occurred. It was a clear night, the pavement was dry, and it was dark with streetlights.

W) **ORCHARD / 9th** – On a late Tuesday afternoon in October, a crash possibly resulting in injuries involving a vehicle and a pedestrian occurred. It was a cloudy day and the pavement was dry.

X) **THEATER / North** – Around 2 AM on a Monday in July, a crash resulting in minor injuries involving a vehicle and a pedestrian occurred. It was a clear night, the pavement was dry, and it was dark with streetlights.

Y) **HINKLE by the railroad** – On a late Thursday morning June, a crash possibly resulting in injuries involving a vehicle and a cyclist occurred due to a turning movement collision. The motorist did not yield right-of-way, and the cyclist was not visible. It was a clear day and the pavement was dry.

Z) **10TH by Vista Mobile Home Park** – On a late Thursday afternoon in May, a crash resulting in minor injuries involving a vehicle and a pedestrian occurred. It was a clear day and the pavement was dry.

AA) **W THEATER LN by 6th** – On an early Tuesday evening in August, a crash possibly resulting in injuries involving a vehicle and a cyclist occurred due to a rear-end collision. The motorist was carelessly driving and drove left of the centerline on a two-way road. It was a clear night and the pavement was dry.

Conclusion

All the flagged segments and intersections identified in this report are considered safety issue areas and should be further investigated and countermeasures identified. See Appendix for the complete CCR and EP analysis results, and the 2021-2023 scores. Table 15 highlights the intersections and segments with the most flagged, two or more, safety concerns.

The City of Hermiston TSAP may be a starting point in countermeasure identification. Ultimately, identified countermeasures should be from ODOT's All Road Transportation Safety (ARTS) Program Crash Reduction Factor Manual to streamline future project funding and programming.

Table 15: Locations with most flagged safety concerns

#	Reference Population	Location	Flags
45	3ST	US 395 / KELLI	CR✓, Exhibit 4-1✓, EP Angle, EP SS-O
18	4SG	US 395 / OR 207	CR✓, Exhibit 4-1✓, EP Rear
35	3ST	HERMISTON / 4TH	CR✓, Exhibit 4-1✓, EP Rear
46	4ST	OR 207 / 10TH	CR✓, Exhibit 4-1✓, EP Angle
48	3ST	US 395 / HARPER	Exhibit 4-1✓, EP SS-O, EP Turn
7	4ST	OR 207 / GETTMAN	Exhibit 4-1✓, EP Fix
19	4SG	US 395 / JENNIE	EP Ped, EP SS-O
41	4AWSC	7TH / HIGHLAND	CR✓, EP Turn
44	3ST	HIGHLAND / 10TH	Exhibit 4-1✓, EP Rear
49	3ST	US 395 / CORNELL	Exhibit 4-1✓, EP SS-O

Any questions should be directed to Leia Kagawa (503-986-4111, leia.kagawa@odot.oregon.gov)

CC: Nick Foster – Kittelson, Chris Melson – ODOT TPAU, Cheryl Jarvis-Smith – ODOT Region 5

RefPop	$Count_{ALL}$	# $Crash_{ALL}$	ΣMEV	CR_{AVG}	CR✓	Exh 4-1	Exh 4-1✓	$Count_{INJA}$	# Crash INJKA	$CR_{INJAavg}$	CCR_{INJKA}✓
3ST	11	115	361.656	0.318	2	0.293	0	3	3	0.008	*n/a*
4ST	11	85	184.875	0.460	1	0.408	0	1	1	0.005	*n/a*
4AWSC	5	40	105.872	0.378	1	*n/a*	0	1	1	0.009	*n/a*
4SG	16	430	631.597	0.681	2	0.860	0	10	17	0.027	0

ID	Location	RefPop	Total All	INJ_KA	MEV_{APPROX}	OCR	CCR	CR✓	CCR_{INJA}	$OCCR_{INJA}$	CR_{INJ}✓	Exh 4-1	Exh 4-1✓
4	OR 207 / DIAGONAL	3ST	1	0	47.21	0.02	0.46		n/a			0.293	
5	US 395 / PUNKIN CENTER	4SG	20	1	42.92	0.47	0.90		0.08	0.02		0.86	
7	OR 207 / GETTMAN	4ST	4	0	8.77	0.46	0.89		n/a			0.408	Y
8	FEEDVILLE / 1ST	4AWSC	3	0	5.93	0.51	0.88		n/a			n/a	
10	US 395 / AIRPORT	3ST	1	0	0.00		n/a		n/a			0.293	Y
11	10TH / DIAGONAL	4ST	3	0	12.08	0.25	0.82		n/a			0.408	
12	1ST / HARPER	3ST	16	1	72.07	0.22	0.43		0.03	0.01		0.293	
13	4TH / PUNKIN CENTER	4ST	10	0	24.21	0.41	0.71		n/a			0.408	Y
14	PUNKIN CENTER / 10TH	3ST	3	0	3.22	0.93	0.99		n/a			0.293	Y
15	US 395 / PORT	4ST	10	0	28.63	0.35	0.69		n/a			0.408	
16	10TH / THEATER	4ST	3	0	5.16	0.58	1.05		n/a			0.408	Y
17	US 395 / THEATER	4SG	26	3	37.74	0.69	0.91		0.08	0.08	Y	0.86	
18	US 395 / OR 207	4SG	82	3	63.46	1.29	0.86	Y	0.07	0.05		0.86	Y
19	US 395 / JENNIE	4SG	25	0	51.97	0.48	0.88		n/a			0.86	
20	US 395 / GLADYS	4SG	37	3	60.75	0.61	0.86		0.07	0.05		0.86	
21	US 395 / MAIN	4SG	25	1	42.46	0.59	0.90		0.08	0.02		0.86	
22	US 395 / HURLBURT	4SG	22	0	32.96	0.67	0.93		n/a			0.86	
23	MAIN / 4TH	4SG	12	0	22.75	0.53	0.99		n/a			0.86	
24	OR 207 / 4TH	4SG	14	1	28.97	0.48	0.95		0.09	0.03		0.86	
25	OR 207 / 1ST	4SG	40	1	34.34	1.16	0.93	Y	0.09	0.03		0.86	Y
26	US 395 / HIGHLAND	4SG	28	0	47.55	0.59	0.89		n/a			0.86	
27	OR 207 / HIGHLAND	4SG	34	2	43.68	0.78	0.90		0.08	0.05		0.86	
28	OR 207 / HERMISTON	3SG	16	0	27.87	0.57	n/a		n/a			0.509	Y
29	US 395 / 4TH	4SG	24	0	35.31	0.68	0.92		n/a			0.86	
30	1ST / HERMISTON	4SG	8	1	18.66	0.43	1.02		0.12	0.05		0.86	
31	11TH / 1ST	3ST	6	0	12.53	0.48	0.62		n/a			0.293	Y
32	4TH / THEATER	4AWSC	5	0	13.67	0.37	0.69		n/a			n/a	
33	OR 207 / HERMISTON	4SG	7	0	27.73	0.25	0.96		n/a			0.86	
34	JENNIE / 4TH	4AWSC	5	0	14.47	0.35	0.68		n/a			n/a	
35	HERMISTON / 4TH	3ST	11	0	17.03	0.65	0.57	Y	n/a			0.293	Y
36	GLADYS / FOURTH	4ST	10	0	14.39	0.69	0.79		n/a			0.408	Y
37	7TH / DIAGONAL	5	3	1	24.14	0.12	n/a		n/a			n/a	
38	OR 207 / ORCHARD	4SG	26	1	40.32	0.64	0.91		0.08	0.02		0.86	
39	ORCHARD / 1ST	4ST	6	1	17.92	0.33	0.75		0.06	0.06	Y	0.408	
40	4TH / HURLBURT	4ST	5	0	15.49	0.32	0.78		n/a			0.408	
41	7TH / HIGHLAND	4AWSC	13	1	17.81	0.73	0.65	Y	0.08	0.06		n/a	
42	HIGHLAND / 1ST	4ST	13	0	31.98	0.41	0.67		n/a			0.408	
43	4TH / HIGHLAND	4AWSC	14	0	53.99	0.26	0.52		n/a			n/a	
44	HIGHLAND / 10TH	3ST	4	0	9.99	0.40	0.66		n/a			0.293	Y
45	US 395 / KELLI	3ST	20	1	24.13	0.83	0.53	Y	0.06	0.04		0.293	Y
46	OR 207 / 10TH	4ST	18	0	18.35	0.98	0.75	Y	n/a			0.408	Y
47	US 395 / Home Depot	3ST	7	0	49.05	0.14	0.46		n/a			0.293	
48	US 395 / HARPER	3ST	20	1	44.06	0.45	0.47		0.04	0.02		0.293	Y
49	US 395 / CORNELL	3ST	25	0	75.22	0.33	0.43		n/a			0.293	Y
82	OR 207 / RIDGEWAY	3ST	6	0	0.00		n/a		n/a			0.293	Y
83	JENNIE / SEVENTH	3ST	2	0	0.00		n/a		n/a			0.293	Y
84	SEVENTH / HURLBURT	4ST	1	0	0.00		n/a		n/a			0.408	Y
85	OR 207 / DIAGONAL	3ST	1	0	0.00		n/a		n/a			0.293	Y
86	RIDGEWAY / FIRST	3ST	3	1	0.00		n/a		n/a			0.293	Y
87	FIRST / JENNIE	3ST	2	0	7.15	0.28	0.73		n/a			0.293	
89	SEVENTH / ORCHARD	4AWSC	6	0	0.00		n/a		n/a			n/a	
90	KELLI / FEEDVILLE	3ST	1	0	0.00		n/a		n/a			0.293	Y
92	HIGHLAND / 10TH	4ST	3	0	7.89	0.38	0.92		n/a			0.408	
93	SEVENTH / HIGHLAND	3ST	1	0	0.00		n/a		n/a			0.293	Y
94	PUNKIN CENTER / OTT	3ST	1	0	0.00		n/a		n/a			0.293	Y
95	OR 207 / OTT	4ST	11	1	0.00		n/a		n/a			0.408	Y
96	HOOKER / OTT	3ST	1	0	0.00		n/a		n/a			0.293	Y
97	GEER EXTENSION / PUNKIN (	4ST	3	0	0.00		n/a		n/a			0.408	Y
99	OR 207 / SEVENTH	3ST	4	0	0.00		n/a		n/a			0.293	Y

General & Site Information	
Analyst:	Leia Kagawa
Agency/Company:	ODOT
Date:	7/21/25
Project Name:	Hermiston TSP
Highway Number and Name:	Various
Mile Points:	Various
Crash Years Pulled:	2017-2019, 2021-2023

Intersection Crash Data																			
					Type of Crash														679
Hwy	MP	Reference Pop	Street 1	Street 2	Angle	Back	Bike	Fix	Head	NonCol	OTH	Park	Ped	SS-M	SS-O	Turn	Rear	Total
OR 207 / DIAGONAL	4.00	3ST	a	a	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1ST / HARPER	12.00	3ST	a	a	0	0	0	1	0	0	0	0	0	0	0	11	4	16
PUNKIN CENTER / 10TH	14.00	3ST	a	a	0	0	0	1	0	0	0	0	0	0	0	1	1	3
11TH / 1ST	31.00	3ST	a	a	1	0	0	0	0	0	0	0	0	0	1	4	0	6
HERMISTON / 4TH	35.00	3ST	a	a	0	0	0	1	0	0	0	0	0	0	1	3	6	11
HIGHLAND / 10TH	44.00	3ST	a	a	0	0	0	0	1	0	0	0	0	0	0	0	3	4
US 395 / KELLI	45.00	3ST	a	a	4	0	0	4	0	0	0	0	0	0	3	9	0	20
US 395 / Home Depot	47.00	3ST	a	a	0	0	0	0	0	0	0	0	0	0	0	6	1	7
US 395 / HARPER	48.00	3ST	a	a	2	1	0	0	0	0	0	0	1	0	2	11	3	20
US 395 / CORNELL	49.00	3ST	a	a	1	0	0	0	0	0	0	0	0	1	4	13	6	25
FIRST / JENNIE	87.00	3ST	a	a	0	0	0	0	0	0	0	0	0	0	0	1	1	2
FEEDVILLE / 1ST	8.00	4AWSC	a	a	0	0	0	1	0	0	0	0	0	0	0	1	1	3
4TH / THEATER	32.00	4AWSC	a	a	5	0	0	0	0	0	0	0	0	0	0	0	0	5
JENNIE / 4TH	34.00	4AWSC	a	a	2	0	0	0	0	0	0	0	0	0	1	0	2	5
7TH / HIGHLAND	41.00	4AWSC	a	a	7	0	0	0	0	0	0	0	0	0	1	2	3	13
4TH / HIGHLAND	43.00	4AWSC	a	a	10	0	1	0	0	0	0	0	0	0	0	2	2	15
US 395 / PUNKIN CENTER	5.00	4SG	a	a	5	0	0	1	0	0	0	0	2	0	1	8	3	20
US 395 / THEATER	17.00	4SG	a	a	6	0	0	0	0	0	0	0	0	1	1	10	8	26
US 395 / OR 207	18.00	4SG	a	a	7	0	1	0	0	0	0	0	2	0	4	19	50	83
US 395 / JENNIE	19.00	4SG	a	a	1	0	1	0	0	0	0	0	2	0	3	7	12	26
US 395 / GLADYS	20.00	4SG	a	a	8	0	2	1	0	0	0	0	0	0	4	11	13	39
US 395 / MAIN	21.00	4SG	a	a	15	0	0	0	0	0	0	1	0	0	1	3	5	25
US 395 / HURLBURT	22.00	4SG	a	a	5	0	1	1	0	1	0	0	0	0	2	8	5	23
MAIN / 4TH	23.00	4SG	a	a	2	0	1	0	1	0	0	0	0	0	0	5	4	13
OR 207 / 4TH	24.00	4SG	a	a	0	0	0	0	0	0	1	0	0	0	0	11	2	14
OR 207 / 1ST	25.00	4SG	a	a	6	2	0	1	0	0	0	0	0	0	0	10	21	40
US 395 / HIGHLAND	26.00	4SG	a	a	5	0	0	0	0	1	0	0	1	0	2	6	13	28
OR 207 / HIGHLAND	27.00	4SG	a	a	5	1	0	0	0	0	0	0	2	0	2	8	16	34
US 395 / 4TH	29.00	4SG	a	a	5	1	1	0	0	0	0	0	0	0	0	12	6	25
1ST / HERMISTON	30.00	4SG	a	a	3	0	0	1	0	0	0	0	0	0	0	3	1	8
OR 207 / HERMISTON	33.00	4SG	a	a	0	0	0	1	0	0	0	0	0	0	1	2	3	7
OR 207 / ORCHARD	38.00	4SG	a	a	6	0	0	1	0	0	0	0	0	0	0	7	12	26
OR 207 / GETTMAN	7.00	4ST	a	a	1	0	0	2	0	0	0	0	0	0	0	1	0	4
10TH / DIAGONAL	11.00	4ST	a	a	0	0	0	0	0	0	0	0	0	0	0	2	1	3
4TH / PUNKIN CENTER	13.00	4ST	a	a	5	0	0	0	0	0	0	0	0	0	0	5	0	10
US 395 / PORT	15.00	4ST	a	a	3	0	0	3	0	1	0	0	0	0	0	3	0	10
10TH / THEATER	16.00	4ST	a	a	0	0	0	1	0	1	0	0	0	0	0	1	0	3
GLADYS / FOURTH	36.00	4ST	a	a	6	0	1	0	0	0	0	0	0	0	0	3	1	11
ORCHARD / 1ST	39.00	4ST	a	a	3	0	0	0	0	0	0	0	1	0	1	0	1	6
4TH / HURLBURT	40.00	4ST	a	a	2	0	0	0	1	0	0	0	0	0	0	1	1	5
HIGHLAND / 1ST	42.00	4ST	a	a	5	0	0	0	0	0	0	0	1	0	0	4	3	13
OR 207 / 10TH	46.00	4ST	a	a	11	0	0	2	0	0	0	0	0	0	0	3	2	18
HIGHLAND / 10TH	92.00	4ST	a	a	1	0	0	1	0	0	0	0	0	0	1	0	0	3

General & Site Information	
Analyst:	Leia Kagawa
Agency/Company:	ODOT
Date:	7/21/25
Project Name:	Hermiston TSP
Highway Number and Name:	Various
Mile Points:	Various
Crash Years Pulled:	2017-2019, 2021-2023

Intersection Crash Data																		
					Type of Crash													39
Hwy	MP	Reference Pop	Street 1	Street 2	Angle	Back	Bike	Fix	Head	NonCol	OTH	Park	Ped	SS-M	SS-O	Turn	Rear	Total
E HIGHLAND AVE	0.35	Major Collector	A Line Canal		0	0	0	3	0	0	0	0	0	0	0	0	0	3
FEEDVILLE RD	22.04	Major Collector	Dept Ag - Kelli		0	0	0	1	0	0	1	0	0	1	0	0	0	3
GETTMAN RD	0.25	Major Collector	East of 9th and West of 1st		0	1	0	1	0	0	0	0	0	0	0	0	0	2
NW ELM ST	0.25	Local	East of OR 207		0	0	0	2	0	0	0	0	0	0	0	0	0	2
OR 207	5.02	Arterial	West of Stoddard to East of Ott		0	0	0	1	0	0	0	0	0	0	0	1	1	3
ORCHARD AVE EXT	0.96	Local	West of 23rd		0	0	0	7	0	0	1	0	0	0	0	0	0	8
PUNKIN CENTER RD	1.67	Major Collector	East of Borde and West of 10th		0	0	0	2	0	0	0	0	0	0	0	0	0	2
SOUTH OTT RD	3.27	Major Collector	South of OR 207 South of Hermiston D		0	1	0	1	0	0	0	0	0	0	0	0	0	2
US 395	3.85	Arterial	Rocket Mart to North of Van Arsdale		0	0	0	0	1	0	0	0	2	0	1	6	4	14

Oregon Department of Transportation

Region 5

2021 - On-State, Top 15% SPIS Groups - By Hwy, MP

Rte	Rdwy	BMP	EMP	Length	ADT	Crash	Fatal	A	B	C	City	County	Connection	Percent	SPIS
005 John Day															
US-26	1	199.76	199.92	0.16	247	1	1	0	0	0		Baker		85	38.72
US-26	1	202.29	202.48	0.19	247	1	0	1	0	0		Baker		85	38.72
008 Oregon-Washington															
OR-11	1	-1.28	-1.16	0.12	3,698	4	0	1	0	3	Pendleton	Umatilla	SE ISAAC AVE.	85	38.98
OR-11	1	32.55	32.70	0.15	11,567	6	0	1	1	4		Umatilla		85	39.60
OR-11	1	33.44	33.62	0.18	11,918	5	1	2	0	2		Umatilla	CROCKETT RD.	95	62.83
011 Enterprise-Lewiston															
OR-3	1	13.30	13.48	0.18	224	1	1	0	0	0		Wallowa	LEG (TO VIEWPOINT)	85	39.65
OR-3	1	16.01	16.19	0.18	224	1	0	1	0	0		Wallowa		85	39.65
OR-3	1	16.15	16.38	0.23	224	2	1	1	0	0		Wallowa		95	63.81
OR-3	1	27.78	27.96	0.18	224	2	0	1	1	0		Wallowa		90	48.81
012 Baker-Copperfield															
OR-86	1	17.04	17.22	0.18	609	2	0	1	0	1		Baker		85	40.47
OR-86	1	58.18	58.36	0.18	245	1	0	1	0	0		Baker	BUCHANAN LP.	85	38.80
OR-86	1	64.94	65.12	0.18	225	1	0	1	0	0		Baker		85	39.61
028 Pendleton-John Day															
US-395	1	53.20	53.34	0.14	335	2	1	0	0	1		Umatilla		90	46.22
052 Heppner															
OR-74	1	22.20	22.38	0.18	158	1	1	0	0	0		Morrow		85	43.13
OR-74	1	47.18	47.36	0.18	233	1	0	1	0	0		Morrow		85	39.27
OR-74	1	49.02	49.20	0.18	233	1	0	1	0	0		Morrow		85	39.27
OR-74	1	62.05	62.23	0.18	64	1	0	1	0	0		Morrow	LITTLE BUTTER CREEK RD.	90	45.12

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Oregon Department of Transportation

Region 5

2021 - On-State, Top 15% SPIS Groups - By Hwy, MP

Rte	Rdwy	BMP	EMP	Length	ADT	Crash	Fatal	A	B	C	City	County	Connection	Percent	SPIS
054 Umatilla-Stanfield															
US-395	1	3.70	3.88	0.18	12,404	13	1	1	1	10		Umatilla	W PUNKIN CENTER RD.	95	65.25
US-395	1	4.45	4.61	0.16	13,871	9	0	1	2	6	Hermiston	Umatilla	E OREGON AVE.	90	47.07
US-395	1	4.61	4.79	0.18	18,268	17	0	1	4	12	Hermiston	Umatilla	W HARPER RD.	95	63.00
US-395	1	4.75	4.93	0.18	18,268	14	0	1	4	9	Hermiston	Umatilla	HWY. 333(NW ELM AVE.) M.P. 7.05	90	50.98
US-395	1	7.38	7.54	0.16	7,777	5	1	0	1	3	Hermiston	Umatilla	KELLI BLVD.	85	37.81
US-395	1	8.77	8.91	0.14	7,166	5	0	2	1	2		Umatilla	FEEDVILLE RD.	90	53.39
067 Pendleton															
US-30	1	2.82	3.00	0.18	7,363	13	0	1	4	8	Pendleton	Umatilla	SW 10TH ST.	95	59.75
071 Whitney															
OR-7	1	5.96	6.06	0.10	350	2	0	1	1	0		Grant		90	45.78
320 Lexington-Echo															
OR-207	1	19.36	19.52	0.16	830	3	1	0	2	0		Morrow		90	44.45
330 Weston-Elgin															
OR-204	1	3.65	3.81	0.16	1,162	4	1	0	1	2		Umatilla	WESTON MOUNTAIN RD. (GATED)	90	46.78
OR-204	1	15.75	15.89	0.14	841	3	0	1	2	0		Umatilla		90	44.33
OR-204	1	15.84	15.93	0.09	841	2	0	2	0	0		Umatilla		90	52.69
OR-204	1	18.68	18.87	0.19	838	4	0	2	2	0		Umatilla	MCINTYRE RD.	95	64.89
OR-204	1	34.84	34.94	0.10	771	2	0	1	1	0		Union		85	38.41
341 Ukiah-Hilgard															
OR-244	1	26.29	26.47	0.18	152	1	0	1	0	0		Union		85	43.53
342 Cove															
OR-237	1	1.63	1.81	0.18	3,114	2	0	2	0	0		Union	PIERCE RD.	90	46.34

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Oregon Department of Transportation

Region 5

2021 - On-State, Top 15% SPIS Groups - By Hwy, MP

Rte	Rdwy	BMP	EMP	Length	ADT	Crash	Fatal	A	B	C	City	County	Connection	Percent	SPIS
350 Little Sheep Creek															
OR-350	1	28.51	28.69	0.18	251	1	0	1	0	0		Wallowa		85	38.57
402 Kimberly-Long Creek															
OR-402	1	1.81	2.04	0.23	201	3	1	1	1	0		Grant		95	66.91
415 Dooley Mountain															
OR-245	1	28.07	28.25	0.18	124	1	0	1	0	0		Baker		90	45.12
440 Frenchglen															
OR-205	1	1.94	2.12	0.18	503	2	1	0	1	0		Harney	ROAD	85	43.69
OR-205	1	22.29	22.47	0.18	260	1	0	1	0	0		Harney		85	38.24
442 Steens															
OR-78	1	21.58	21.70	0.12	609	2	1	1	0	0		Harney	NEWTON RD.	95	55.56
OR-78	1	77.41	77.59	0.18	244	1	0	1	0	0		Malheur		85	38.84
455 Olds Ferry-Ontario															
OR-201	1	23.92	24.09	0.17	5,965	5	0	1	2	2		Malheur	WINTERHAWK LN.	85	39.10
456 I.o.n.															
US-95	1	59.16	59.29	0.13	1,516	3	2	0	1	0		Malheur		90	54.32
US-95	1	59.62	59.74	0.12	1,516	3	0	1	1	1		Malheur		85	39.32
493 Ontario Spur															
US-30	1	27.92	28.03	0.11	23,341	13	0	0	2	11	Ontario	Malheur	SE GOODFELLOW ST.	85	39.78
US-30	1	28.06	28.23	0.17	23,600	13	0	2	0	11	Ontario	Malheur	EAST LN.	95	68.05

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Oregon Department of Transportation

Region 5

2022 - On-State, Top 15% SPIS Groups - By Hwy, MP

Rte	Rdwy	BMP	EMP	Length	ADT	Crash	Fatal	A	B	C	City	County	Connection	Percent	SPIS
005 John Day															
US-26	1	188.84	189.00	0.16	670	2	0	1	1	0		Grant		85	39.62
US-26	1	201.02	201.24	0.22	274	5	1	0	4	0		Baker		95	57.26
US-26	1	202.29	202.48	0.19	274	1	0	1	0	0		Baker		85	37.75
US-26	1	210.26	210.45	0.19	217	1	0	1	0	0		Baker		85	39.96
006 Old Oregon Trail															
I-84	1	223.50	223.68	0.18	11,953	9	1	1	6	1		Umatilla		95	62.77
I-84	1	363.72	363.87	0.15	12,161	2	1	1	0	0		Malheur		85	40.49
I-84	1	363.98	364.13	0.15	12,161	4	0	2	1	1		Malheur		90	44.35
008 Oregon-Washington															
OR-11	1	31.12	31.21	0.09	11,069	6	1	0	0	5	Milton-Freewater	Umatilla	NE 4TH AVE.	85	39.56
OR-11	1	32.55	32.70	0.15	12,295	7	0	1	2	4		Umatilla		85	42.31
OR-11	1	33.44	33.62	0.18	12,645	7	0	3	1	3		Umatilla	CROCKETT RD.	95	62.63
OR-11	1	34.32	34.41	0.09	15,246	2	0	2	0	0		Umatilla		85	40.17
OR-11	1	34.37	34.51	0.14	15,246	2	1	1	0	0		Umatilla	BALLOU RD.	85	40.17
010 Wallowa Lake															
OR-82	1	1.06	1.24	0.18	15,901	4	0	2	2	0	La Grande	Union	RIDDLE RD.	90	47.34
011 Enterprise-Lewiston															
OR-3	1	12.81	12.99	0.18	244	1	1	0	0	0		Wallowa		85	38.84
OR-3	1	16.15	16.38	0.23	244	2	1	1	0	0		Wallowa		95	63.81
OR-3	1	27.38	27.56	0.18	244	3	0	1	1	1		Wallowa		90	51.91
OR-3	1	27.78	27.96	0.18	244	2	0	1	1	0		Wallowa		90	48.81
012 Baker-Copperfield															
OR-7	1	0.51	0.66	0.15	11,915	4	1	1	0	2	Baker City	Baker	EAST ST.	90	48.11

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Oregon Department of Transportation

Region 5

2022 - On-State, Top 15% SPIS Groups - By Hwy, MP

Rte	Rdwy	BMP	EMP	Length	ADT	Crash	Fatal	A	B	C	City	County	Connection	Percent	SPIS
OR-86	1	17.04	17.22	0.18	646	2	0	1	0	1		Baker		85	39.94
OR-86	1	58.18	58.36	0.18	260	1	0	1	0	0		Baker	BUCHANAN LP.	85	38.24
OR-86	1	64.94	65.12	0.18	239	1	0	1	0	0		Baker		85	39.03
028 Pendleton-John Day															
OR-37	1	1.50	1.63	0.13	8,176	7	0	1	4	2	Pendleton	Umatilla	SW 20TH ST.	85	40.86
US-395	1	1.70	1.79	0.09	28,105	13	0	0	3	10	Pendleton	Umatilla	LEG (TO 028AB CONN.)	85	39.05
048 John Day-Burns															
US-395	1	28.46	28.59	0.13	512	2	0	1	1	0		Grant		85	42.07
052 Heppner															
OR-74	1	62.05	62.23	0.18	55	1	0	1	0	0		Morrow	LITTLE BUTTER CREEK RD.	90	45.12
OR-74	1	62.25	62.43	0.18	27	1	0	1	0	0		Morrow		90	45.12
054 Umatilla-Stanfield															
US-395	1	3.70	3.88	0.18	13,161	12	1	1	3	7		Umatilla	W PUNKIN CENTER RD.	95	67.53
US-395	1	4.61	4.79	0.18	19,492	18	0	2	6	10	Hermiston	Umatilla	W HARPER RD.	95	71.59
US-395	1	4.75	4.93	0.18	19,492	21	0	0	7	14	Hermiston	Umatilla	HWY. 333(NW ELM AVE.) M.P. 7.05	95	54.25
US-395	1	5.31	5.43	0.12	20,028	7	0	1	3	3	Hermiston	Umatilla	W HERMISTON AVE.	85	40.36
US-395	1	5.37	5.49	0.12	19,998	9	0	1	2	6	Hermiston	Umatilla	W HERMISTON AVE.	90	45.79
US-395	1	7.38	7.54	0.16	8,089	6	1	0	1	4	Hermiston	Umatilla	KELLI BLVD.	85	40.91
US-395	1	8.77	8.91	0.14	7,550	4	0	2	1	1		Umatilla	FEEDVILLE RD.	90	49.58
067 Pendleton															
US-30	1	2.82	3.00	0.18	7,563	11	0	1	4	6	Pendleton	Umatilla	SW 10TH ST.	95	56.76
320 Lexington-Echo															
OR-207	1	19.36	19.47	0.11	1,113	3	1	0	2	0		Morrow		85	41.84

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Oregon Department of Transportation

Region 5

2022 - On-State, Top 15% SPIS Groups - By Hwy, MP

Rte	Rdwy	BMP	EMP	Length	ADT	Crash	Fatal	A	B	C	City	County	Connection	Percent	SPIS
321 Heppner-Spray															
OR-207	1	8.91	9.09	0.18	174	1	0	1	0	0		Morrow		85	42.15
OR-207	1	19.91	20.09	0.18	96	1	1	0	0	0		Morrow		90	45.12
330 Weston-Elgin															
OR-204	1	18.68	18.87	0.19	889	4	0	2	1	1		Umatilla	MCINTYRE RD.	95	64.52
OR-204	1	34.84	34.94	0.10	818	2	0	1	1	0		Union		85	37.91
340 Medical Springs															
OR-203	1	20.91	21.09	0.18	94	1	0	1	0	0		Union		90	45.12
OR-203	1	30.96	31.14	0.18	256	1	1	0	0	0		Baker		85	38.38
342 Cove															
OR-237	1	1.63	1.81	0.18	3,304	3	0	2	1	0		Union	PIERCE RD.	90	51.56
402 Kimberly-Long Creek															
OR-402	1	1.81	2.04	0.23	208	2	1	1	0	0		Grant		95	63.81
415 Dooley Mountain															
OR-245	1	28.07	28.25	0.18	132	1	0	1	0	0		Baker		90	45.00
450 Succor Creek															
OR-201	1	18.19	18.33	0.14	556	2	1	0	1	0		Malheur		85	41.30
453 Adrian-Arena Valley															
OR-453	1	2.17	2.33	0.16	259	1	0	1	0	0		Malheur		90	45.12
454 Adrian-Caldwell															
OR-454	1	3.32	3.50	0.18	331	2	0	1	1	0		Malheur	PRIMROSE RD.	90	46.47
493 Ontario Spur															
US-30	1	27.91	28.09	0.18	28,000	16	0	1	6	9	Ontario	Malheur	NE GOODFELLOW ST.	95	58.61
US-30	1	28.02	28.11	0.09	28,000	7	0	1	2	4	Ontario	Malheur		85	39.50
US-30	1	28.04	28.13	0.09	28,000	7	0	1	0	6	Ontario	Malheur		85	39.50

**Crash data shown in the SPIS group report results from the summation of crash data between the begin and end mile points of the Group.
**ADT, SPIS Score, and Percent data shown in the SPIS group report are the highest values from all sites within the Group.

Oregon Department of Transportation

Region 5

2022 - On-State, Top 15% SPIS Groups - By Hwy, MP

Rte	Rdwy	BMP	EMP	Length	ADT	Crash	Fatal	A	B	C	City	County	Connection	Percent	SPIS
US-30	1	28.06	28.26	0.20	28,000	14	0	2	1	11	Ontario	Malheur	EAST LN.	95	67.40

**Crash data shown in the SPIS group report results from the summation of crash data between the begin and end mile points of the Group.
**ADT, SPIS Score, and Percent data shown in the SPIS group report are the highest values from all sites within the Group.

Oregon Department of Transportation

2023 - Off-State, 15% SPIS Sites - By Location

County

Umatilla

	Segment Begin Location													
Rd Name	**Rd No.**	**MP**	**Ref. Location Desc.**	**Dist. \ Dir. ***	**Direcction from Begin to End ****	**City**	**Intersection**	**ADT**	**Crash**	**Fatal**	**A**	**B**	**C**	**Percent**	**SPIS**
Birch Creek Rd			HUBER LN	1743 \ 199	89			651	3	1	1	1	0	95	61.75
Birch Creek Rd			HUBER LN	1690 \ 197	81			651	3	1	1	1	0	95	61.75
Birch Creek Rd			HUBER LN	1637 \ 195	72			651	3	1	1	1	0	95	61.75
Birch Creek Rd			HUBER LN	1584 \ 192	60			651	3	1	1	1	0	95	61.75
Birch Creek Rd			HUBER LN	1532 \ 190	47			651	3	1	1	1	0	95	61.75
Birch Creek Rd			HUBER LN	1479 \ 188	35			651	3	1	1	1	0	95	61.75
Birch Creek Rd			HUBER LN	1426 \ 185	22			651	4	1	2	1	0	95	80.73
Birch Creek Rd			HUBER LN	1373 \ 183	12			651	4	1	2	1	0	95	80.73
Birch Creek Rd			HUBER LN	1320 \ 181	4			651	4	1	2	1	0	95	80.73
Powerline Rd			HUBER LN	1268 \ 179	359			651	4	1	2	1	0	95	80.73
E Birch Creek Rd			BRIDGE #59C064 - East Birch Creek, East Birch Cree	24130 \ 121	302			8	1	0	1	0	0	90	45.12
E Birch Creek Rd			BRIDGE #59C064 - East Birch Creek, East Birch Cree	24077 \ 121	302			8	1	0	1	0	0	90	45.12
E Birch Creek Rd			BRIDGE #59C064 - East Birch Creek, East Birch Cree	24024 \ 121	299			8	1	0	1	0	0	90	45.12
E Birch Creek Rd			BRIDGE #59C064 - East Birch Creek, East Birch Cree	23972 \ 121	295			8	1	0	1	0	0	90	45.12
E Birch Creek Rd			BRIDGE #59C064 - East Birch Creek, East Birch Cree	23919 \ 121	292			8	1	0	1	0	0	90	45.12
E Birch Creek Rd			BRIDGE #59C064 - East Birch Creek, East Birch Cree	23866 \ 121	287			8	1	0	1	0	0	90	45.12
E Birch Creek Rd			BRIDGE #59C064 - East Birch Creek, East Birch Cree	23813 \ 121	283			8	1	0	1	0	0	90	45.12
E Birch Creek Rd			BRIDGE #59C064 - East Birch Creek, East Birch Cree	23760 \ 121	279			8	1	0	1	0	0	90	45.12
E Birch Creek Rd			BRIDGE #59C064 - East Birch Creek, East Birch Cree	23708 \ 121	276			8	1	0	1	0	0	90	45.12

Notes:

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** Direction in degrees (0-359) from the segment begin point to the segment end point. Direction is measured straight line, aka 'as the crow flies'.

*** All segments are 0.10 mile in length.

Oregon Department of Transportation

2023 - Off-State, 15% SPIS Sites - By Location

County

Umatilla

	Segment Begin Location													
Rd Name	**Rd No.**	**MP**	**Ref. Location Desc.**	**Dist. \ Dir. ***	**Direccion from Begin to End ****	**City**	**Intersection**	**ADT**	**Crash**	**Fatal**	**A**	**B**	**C**	**Percent**	**SPIS**
E Birch Creek Rd			BRIDGE #59C064 - East Birch Creek, East Birch Cree	23655 \ 121	274			8	1	0	1	0	0	90	45.12
N First Pl			W HARPER RD	528 \ 328	148	Hermiston		2,946	4	0	1	3	0	85	39.38
N First Pl			W HARPER RD	476 \ 328	148	Hermiston		2,946	4	0	1	3	0	85	39.38
N First Pl			W HARPER RD	423 \ 328	148	Hermiston		2,946	4	0	1	3	0	85	39.38
N First Pl			W HARPER RD	370 \ 328	148	Hermiston		2,946	4	0	1	3	0	85	39.38
N First Pl			W HARPER RD	317 \ 328	148	Hermiston		2,946	4	0	1	3	0	85	39.38
N First Pl			W HARPER RD	264 \ 328	148	Hermiston		2,946	4	0	1	3	0	85	39.38
N First Pl			W HARPER RD	212 \ 328	148	Hermiston		2,946	4	0	1	3	0	85	39.38
N First Pl			W HARPER RD	159 \ 328	148	Hermiston		2,946	4	0	1	3	0	85	39.38
N First Pl			W HARPER RD	106 \ 327	148	Hermiston		2,946	4	0	1	3	0	85	39.38
N First Pl			W HARPER RD	0\0	148	Hermiston		2,946	4	0	1	3	0	85	39.38
N First Pl			HERMISTON HWY	1584 \ 328	148	Hermiston		2,946	4	0	1	3	0	85	39.38
N First Pl			W LOCUST AVE	898 \ 337	157	Hermiston		2,946	3	1	1	0	1	90	49.81
N First Pl			W LOCUST AVE	845 \ 337	157	Hermiston		2,946	3	1	1	0	1	90	49.81
N First Pl			W LOCUST AVE	792 \ 337	157	Hermiston		2,946	3	1	1	0	1	90	49.81
N First Pl			W LOCUST AVE	740 \ 337	157	Hermiston		2,946	3	1	1	0	1	90	49.81
W Highland Ave			SW 17TH ST	476 \ 271	91	Hermiston		8,584	3	0	2	1	0	90	45.24

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*** All segments are 0.10 mile in length.

Oregon Department of Transportation

2023 - Off-State, 15% SPIS Sites - By Location

County

Umatilla

	Segment Begin Location													
Rd Name	**Rd No.**	**MP**	**Ref. Location Desc.**	**Dist. \ Dir. ***	**Direccion from Begin to End ****	**City**	**Intersection**	**ADT**	**Crash**	**Fatal**	**A**	**B**	**C**	**Percent**	**SPIS**
W Highland Ave			SW 17TH ST	423 \ 271	92	Hermiston		8,584	4	0	2	1	1	90	48.95
W Highland Ave			SW 17TH ST	370 \ 271	91	Hermiston		8,584	4	0	2	1	1	90	48.95
W Highland Ave			SW 17TH ST	317 \ 271	92	Hermiston		8,584	4	0	2	1	1	90	48.95
W Highland Ave			SW 17TH ST	264 \ 272	92	Hermiston		8,584	4	0	2	1	1	90	48.95
W Highland Ave			SW 17TH ST	212 \ 271	91	Hermiston		8,584	4	0	2	1	1	90	48.95

Notes:

* Distance in feet and Direction in degrees (0-359) from the referecence location to the segment begin point. Distance is measured along the road. Direction is measured straight line, aka 'as the crow flies'.

** Direction in degrees (0-359) from the segment begin point to the segment end point. Direction is measured straight line, aka 'as the crow flies'.

*** All segments are 0.10 mile in length.

CRASH_TYPE_DESC	CRASH_CAUSE_1_DESC	CRASH_DT	CRASH_DAY_OF_WEEK_DESC	CRASH_HR	CRASH_LONG_DEC	CRASH_ID	CRASH_PRTY_LONG_DESC	CRASH_TYPE_DESC	INVSTG_AGY_LONG_DESC	HIGHEST_INJRY_DESC	SECT_ART_NO	SECT_TYP_DESC	SECT_TYP_SHORT_D	AT_DIR	LGT_COND_DESC	MANNER_COLL_DESC	MP_NO	ND_CHAR_LONG_DESC	ND_SURF_COND_DESC	RTE_NM	REF_MRK_ID	REF_PT_LOC_MEAS	REF_NO	INT_FULL_NM	TOT_VHCL_CT	TRAF_CONT_DEVICE_LONG_DESC	TRAF_CONT_DEVICE_SHORT_D	UNLOCT_FLG	WRK_ZON_IND	WTHR_COND_DESC
Turning Movement	Careless Driving (per PAR)	7/18/2022		03:00 PM	1986686	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08306 E 6TH ST	3	3-LEG	45.8	Daylight	-119		Intersection	Dry		40 300002190		00581	HIGHLAND AVE	2	Stop Sign		1	0	0 0	Clear
Turning Movement	Did not yield right-of-way	8/4/2022		05:00 PM	1984967	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08712 W 12TH ST	3	3-LEG	45.8	Daylight	-119		Intersection	Dry		40 300000773		00641	RIDGEWAY AVE	2	No control		1	0	0 0	Clear
Rear-End	Inattention	7/20/2019	Other (phantom) non-contact vehicle	05:00 PM	1840985	Non-Fatal Injury	From same direction - both going straight	Possible Injury Crash (C)	State Police - Report received.				45.9	Daylight	-119	3.85	Straight Roadway	Dry	OR 395	293_11715		00554	-	2	Unknown or not definite		1		0 0	Clear
Rear-End	Inattention	3/22/2019		10:00 AM	1860414	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	State Police - Report received.				45.9	Daylight	-119	3.86	Straight Roadway	Dry	US 395	293_11715		00239	-	2	Unknown or not definite		1		0 0	Clear
Turning movement	Did not yield right-of-way	5/14/2017	Vehicle obscured view	02:00 PM	1718911	Non-Fatal Injury	Entering at angle - all others	Suspected Serious Injury (A)	City Police - Report received	02306 THEATER LN			45.9	Daylight	-119	4.3	Driveway or Alley	Dry	US 395	293_504	166	00442	- 1ST ST	2	Stop Sign		1		0 0	Clear
Turning Movement	Did not yield right-of-way	3/21/2022		01:00 PM	1962847	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury (B)	State Police - Report received.				45.9	Daylight	-119	3.87	Straight Roadway	Wet	US 395	293_11715		00234	-	2	Unknown or not definite		1		0 0	Rain
Turning Movement	Did not yield right-of-way	1/3/2022		07:00 PM	1962961	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury (B)	State Police - Report received.				45.9	Darkness - with street lights	-119	3.87	Straight Roadway	Ice	US 395	293_11715		00010	-	2	Unknown or not definite		1		0 0	Clear
Turning Movement	Careless Driving (per PAR)	10/20/2022		06:00 PM	1985291	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001 1ST ST			45.8	Darkness - with street lights	-119		Straight Roadway	Dry		40 300006746		00911	HIGHLAND AVE	2	Unknown or not definite		1	0	0 0	Clear
Rear-End	Followed too closely	5/6/2022		01:00 PM	1969111	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	00701 ELM AVE			45.8	Daylight	-119		Straight Roadway	Wet		40 300003991		00349	1ST PL	2	Unknown or not definite		1	0	0 0	Rain
Rear-End	Other improper driving	3/8/2022		07:00 AM	1986352	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	08711 W 11TH ST			45.8	Daylight	-119	8.43	Straight Roadway	Wet	OR 207	293_10421		00200	- ORCHARD AVE	2	Traffic Signals		1		0 0	Rain
Fixed Object or Other Object	Too fast for conditions (not exceed posted speed)	12/22/2022	Curb (also narrow sidewalks on bridges)	10:00 PM	2005790	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	City Police - Report received	01510 MOORE AVE			45.8	Darkness - with street lights	-119		Straight Roadway	Ice		40 300003444		01193	W 7TH ST	2	Unknown or not definite		1		0 0	Snow
Head-On	Inattention	3/27/2017	Other (phantom) non-contact vehicle	09:00 PM	1719216	Non-Fatal Injury	From opposite direction - both going straight	Suspected Serious Injury (A)	State Police - Report received.				45.9	Darkness - no street lights	-119	3.89	Grade (vertical curve)	Dry	US 395	293_11715	520	00325	-	2	Unknown or not definite		1		0 0	Clear
Rear-End	Followed too closely	7/10/2022		04:00 PM	1983985	Property Damage Only	From same direction - one turn, one straight	No Apparent Injury/PDO Crash (O)	State Police - Report received.				45.9	Daylight	-119	3.87	Straight Roadway	Dry	US 395	293_11715		00563	-	2	Unknown or not definite		1		0 0	Clear
Angle	Did not yield right-of-way	1/13/2022		06:00 PM	1963818	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury (B)	On Scene - No report received	08304 E 4TH ST	1	CROSS	45.8	Darkness - with street lights	-119		Intersection	Dry		40 300001031		00033	HIGHLAND AVE	2	Flashing Beacon - Red (Stop)		1	0	0 0	Clear
Rear-End	Careless Driving (per PAR)	2/4/2022		01:00 PM	1964007	Non-Fatal Injury	From same direction - one stopped	Suspected Minor Injury (B)	City Police - Report received				45.8	Daylight	-119	1.24	Straight Roadway	Dry		40 300002287		00105	SW 23RD ST	2	Unknown or not definite		1		0 0	Clear
Turning movement	Disregarded traffic signal	4/3/2017	Non-motorist struck vehicle	08:00 PM	1722637	Fatal	Pedalcyclist	Fatal Injury (K)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Darkness - with street lights	-119	4.84	Intersection	Dry	US 395	293_14017	552	00484	- ELM AVE	1	Special Pedestrian Signal		1	0	0 0	Clear
Turning Movement	Careless Driving (per PAR)	9/15/2022		03:00 PM	1986506	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	01005 W HURLBURT AVE			45.8	Daylight	-119		Straight Roadway	Dry		40 300005496		00785	S 1ST ST	2	Unknown or not definite		1		0 0	Clear
Turning Movement	Careless Driving (per PAR)	7/1/2022		04:00 PM	1972628	Non-Fatal Injury	From opposite direction-one left turn,one straight	Suspected Minor Injury (B)	City Police - Report received	06001 1ST PL	3	3-LEG	45.9	Daylight	-119		Intersection	Dry		40 300000843		00533	HARPER RD	2	Unknown or not definite		1	0	0 0	Clear
Rear-End	Careless Driving (per PAR)	9/28/2022		05:00 PM	1977709	Non-Fatal Injury	From same direction - one stopped	Suspected Minor Injury (B)	City Police - Report received	01801 ORCHARD AVE			45.8	Daylight	-119	8.43	Straight Roadway	Dry	OR 207	293_10421		00825	- W 11TH ST	2	Traffic Signals		1		0 0	Clear
Fixed Object or Other Object	Careless Driving (per PAR)	12/10/2017	Fence	05:00 PM	1738931	Non-Fatal Injury	Fixed Object	Suspected Serious Injury (A)	On Scene - No report received				45.8	Darkness - no street lights	-119	1000	Straight Roadway	Dry				01092	JOY LN	1	Unknown or not definite		1		1	Clear
Angle	Did not yield right-of-way	4/22/2022		06:00 AM	1964729	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury (B)	County Police - Report received		1	CROSS	45.9	Daylight	-119	4.97	Intersection	Dry	OR 207	293_19682		00322	-	2	Stop Sign		1	0	0	Clear
Turning Movement	Inattention	4/1/2019		01:00 PM	1827946	Non-Fatal Injury	From opposite direction-one left turn,one straight	Suspected Minor Injury (B)	State Police - Report received.				45.9	Daylight	-119	3.87	Driveway or Alley	Dry	US 395	293_11715		00254	-	2	Unknown or not definite		1		0 0	Cloudy
Rear-End	Followed too closely	2/18/2018	Occupant fell, jumped or was ejected from moving vehicle	11:00 AM	1775201	Fatal	From same direction - both going straight	Fatal Injury (K)	City Police - Report received	08001 1ST ST			45.9	Daylight	-119		Straight Roadway	Dry		40 30003144		00119	HARPER RD	2	No control		1		0 0	Clear
Rear-End	Inattention	8/9/2022		03:00 PM	1974597	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	01801 ORCHARD AVE			45.8	Daylight	-119	8.44	Straight Roadway	Dry	OR 207	293_10421		00656	- W 11TH ST	2	Unknown or not definite		1		0 0	Clear
Turning Movement	Did not yield right-of-way	8/4/2022		09:00 AM	1983349	Property Damage Only	From opposite direction-one left turn,one straight	No Apparent Injury/PDO Crash (O)	County Police - Report received	08310 E 10TH ST	1	CROSS	45.8	Darkness - no street lights	-119	6.05	Intersection	Dry	OR 207	293_17233		00640	- ELM AVE	2	Unknown or not definite		1	0	0 0	Clear
Sideswipe - Overtaking	Improper change of traffic lanes	5/26/2022		02:00 PM	1983804	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	State Police - Report received.				45.9	Daylight	-119	3.9	Straight Roadway	Dry	US 395	293 11715		00410	-	2	Unknown or not definite		1		0 0	Clear
Angle	Did not yield right-of-way	7/21/2022		04:00 PM	1988991	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	Not Investigated by Police	08703 W 3RD ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40 300000731		90648	LOCUST AVE	2	Stop Sign		1	0	0 0	Clear
Turning movement	Did not yield right-of-way	10/13/2017		08:00 PM	1750726	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	State Police - Report received.				45.9	Darkness - no street lights	-119	4	Driveway or Alley	Dry	US 395	293_11715	1092	00909	-	2	Unknown or not definite		1		0 0	Clear
Rear-End	Failed to avoid vehicle ahead	8/20/2018	Pet: cat, dog and similar	11:00 AM	1784708	Non-Fatal Injury	From same direction - one stopped	Suspected Serious Injury (A)	On Scene - No report received	02401 UMATILLA-STANFLD HY	1	CROSS	45.8	Daylight	-119	7.33	Intersection	Dry	US 395	293_15582		00596	- CAMPBELL DR	2	Stop Sign		1	0	0 0	Clear
Rear-End	Followed too closely	11/8/2019		01:00 PM	1841528	Non-Fatal Injury	From same direction - both going straight	Possible Injury Crash (C)	State Police - Report received.				45.9	Daylight	-119	4.12	Grade (vertical curve)	Dry	US 395	293_11715		00867	-	2	Unknown or not definite		1		0 0	Clear
Turning Movement	Failed to avoid vehicle ahead	11/26/2022		04:00 PM	1995370	Property Damage Only	Entering at angle - one vehicle stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	01003 HIGHLAND AVE			45.8	Daylight	-119	8.61	Driveway or Alley	Dry	OR 207	293_10421		01062	- W 11TH ST	2	Stop Sign		1	0	0 0	Clear
Rear-End	Careless Driving (per PAR)	2/10/2022		10:00 AM	1986146	Property Damage Only	From same direction - one turn, one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	08711 W 11TH ST	1	CROSS	45.8	Daylight	-119	9.11	Intersection	Dry	OR 207	293_11224		00107	- JOSEPH ST	2	Unknown or not definite		1	0	0 0	Clear
Angle	Driver drowsy/fatigued/sleepy	1/13/2022		06:00 PM	1993368	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08304 E 4TH ST	1	CROSS	45.8	Darkness - no street lights	-119		Intersection	Wet		40 300001031		90034	HIGHLAND AVE	2	Stop Sign		1	0	0 0	Clear
Rear-End	Inattention	12/16/2022		08:00 AM	2004433	Non-Fatal Injury	From same direction - one turn, one straight	Suspected Minor Injury (B)	County Police - Report received				45.9	Daylight	-119	4.14	Grade (vertical curve)	Dry	US 395	293 11715		01171	-	2	Unknown or not definite		1		0 0	Clear
Rear-End	Careless Driving (per PAR)	5/31/2022	Other (phantom) non-contact vehicle	06:00 PM	1983829	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	08308 E 8TH ST			45.8	Daylight	-119		Straight Roadway	Dry		40 300004961		00425	MAIN ST	2	Unknown or not definite		1		0 0	Clear
Fixed Object or Other Object	Driver drowsy/fatigued/sleepy	12/15/2022	Pole -- power or telephone	04:00 AM	2005451	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	City Police - Report received	01903 PINE AVE			45.8	Darkness - with street lights	-119		Straight Roadway	Dry		40 300002719		01163	E 10TH ST	1	Unknown or not definite		1		0 0	Clear
Backing	Did not yield right-of-way	8/14/2022		06:00 PM	1987379	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	County Police - Report received				45.8	Daylight	-119	0.25	Straight Roadway	Dry		40 300005431		00675	GETTMAN RD	2	Unknown or not definite		1		0 0	Clear
Rear-End	Inattention	9/22/2022		04:00 PM	1977639	Non-Fatal Injury	From same direction - one stopped	Suspected Minor Injury (B)	State Police - Report received.		4	4-LEG	45.9	Daylight	-119	4.16	Intersection	Dry	US 395	293_501		00815	-	2	Unknown or not definite		1	0	0 0	Clear
Sideswipe - Meeting	Inattention	3/13/2022		12:00 AM	1984641	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	Not Investigated by Police	00130 NE GLADYS DR			45.8	Darkness - no street lights	-119		Straight Roadway	Wet		40 300004625		00368	NE MADRONA AVE	1	Unknown or not definite		1	0	0	Rain
Non-collision	Inattention	8/9/2022	Cell phone (on PAR or driver in use)	07:00 PM	1974602	Non-Fatal Injury	Overturned	Suspected Minor Injury (B)	County Police - Report received				45.8	Daylight	-119	0.44	Straight Roadway	Dry		40 300008045		00659	1ST ST	1	Unknown or not definite		1	0	0 0	Clear
Rear-End	Careless Driving (per PAR)	11/16/2022	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian	05:00 PM	1995387	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	01003 HIGHLAND AVE			45.8	Darkness - with street lights	-119	8.65	Straight Roadway	Dry	OR 207	293_10421		00999	- W 11TH ST	2	Traffic Signals		1		0 0	Clear
Turning Movement	Careless Driving (per PAR)	5/25/2021		11:00 AM	1958799	Property Damage Only	From opposite direction-one left turn,one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	00126 TRACY LN	3	3-LEG	45.9	Daylight	-119	4.27	Intersection	Dry	US 395	293 504		00382	- 1ST ST	2	Unknown or not definite		1	0	0 0	Clear
Fixed Object or Other Object	Too fast for conditions (not exceed posted speed)	3/30/2022	Pole -- power or telephone	01:00 AM	1963937	Non-Fatal Injury	Fixed object	Suspected Minor Injury (B)	City Police - Report received	08001 S 1ST ST	3	3-LEG	45.8	Darkness - no street lights	-119		Intersection	Dry		40 300004307		00249	E MCKINNEY AVE	1	Stop Sign		1	0	0 0	Clear
Backing	Careless Driving (per PAR)	6/15/2022		02:00 PM	1984814	Property Damage Only	From same direction-all others, including parking	No Apparent Injury/PDO Crash (O)	City Police - Report received	08711 W 11TH ST			45.8	Daylight	-119	8.39	Straight Roadway	Dry	OR 207	293_14582		00811	- W 11TH ST	2	Unknown or not definite		1		0 0	Clear
Turning Movement	Careless Driving (per PAR)	11/9/2022		05:00 PM	1995006	Property Damage Only	From opposite direction-all others incl. parking	No Apparent Injury/PDO Crash (O)	City Police - Report received	06001 1ST PL	1	CROSS	45.8	Darkness - with street lights	-119	7.42	Intersection	Dry	OR 207	293_14580		00987	- ELM AVE	2	Traffic Signals		1	0	0 0	Clear
Rear-End	Careless Driving (per PAR)	8/3/2022		02:00 PM	1974702	Non-Fatal Injury	From same direction - both going straight	Possible Injury Crash (C)	City Police - Report received	08711 W 11TH ST	3	3-LEG	45.8	Daylight	-119	8.68	Intersection	Dry	OR 207	293_21897		00637	- WB ENTO NW 11TH ST	2	Traffic Signals		1	0	0 0	Clear
Sideswipe - Overtaking	Inattention	7/31/2022		09:00 PM	1988980	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	08706 W 6TH ST			45.8	Dusk (Twilight)	-119		Straight Roadway	Dry		40 300005701		00630	ORCHARD AVE	2	Unknown or not definite		1	0	0 0	Cloudy
Rear-End	Careless Driving (per PAR)	5/28/2017		12:00 PM	1719497	Non-Fatal Injury	From same direction - one turn, one straight	Possible Injury Crash (C)	City Police - Report received	08001 1ST ST	3	3-LEG	45.9	Daylight	-119	4.27	Intersection	Dry	US 395	293_503	51.8	00481	- TRACY LN	2	Unknown or not definite		1	0	0 0	Clear
Turning movement	Did not yield right-of-way	4/22/2017		06:00 PM	1749495	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001 1ST ST	3	3-LEG	45.9	Daylight	-119	4.27	Intersection	Dry	US 395	293_503	51.8	00472	- TRACY LN	2	No control		1	0	0 0	Clear
Rear-End	Followed too closely	10/6/2022		07:00 AM	1987571	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	County Police - Report received		3	3-LEG	45.9	Daylight	-119	2.75	Intersection	Dry		40 300008879		00865	COLUMBA DR(HERMISTN)	2	Unknown or not definite		1	0	0 0	Clear
Angle	Passed stop sign or red flasher	8/24/2022		02:00 PM	1974731	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury (B)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40 300000711		00714	HIGHLAND AVE	2	Stop Sign		1	0	0 0	Clear
Rear-End	Inattention	8/20/2022		07:00 PM	1978725	Non-Fatal Injury	Parked motor vehicle	Possible Injury Crash (C)	City Police - Report received	00163 E 13TH ST			45.8	Daylight	-119		Straight Roadway	Dry		40 300006178		00695	NE GLADYS DR	2	Unknown or not definite		1		0 0	Clear
Backing	Did not yield right-of-way	12/3/2022		04:00 PM	2005358	Property Damage Only	From opposite direction-all others incl. parking	No Apparent Injury/PDO Crash (O)	City Police - Report received	02102 RIDGEWAY AVE			45.8	Dusk (Twilight)	-119		Straight Roadway	Dry		40 300000622		01084	W 3RD ST	2	Stop Sign		1		0 0	Clear
Backing	Did not yield right-of-way	3/30/2022		06:00 PM	1986437	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	02201 SPRUCE ST			45.8	Daylight	-119		Straight Roadway	Dry		40 300003077		00250	BEECH AVE	2	Unknown or not definite		1		0 0	Clear
Pedestrian	Inattention	2/10/2022		10:00 PM	1986794	Non-Fatal Injury	Pedestrian	Possible Injury Crash (C)	City Police - Report received	08001 1ST ST			45.8	Darkness - with street lights	-119		Straight Roadway	Dry		40 300000545		00109	JENNIE AVE	1	Traffic Signals		1		0 0	Clear
Rear-End	Careless Driving (per PAR)	11/2/2022	Pedestrian indirectly involved (not struck)	09:00 AM	1994920	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	08704 W 4TH ST	3	3-LEG	45.8	Daylight	-119		Intersection	Dry		40 300000711		00954	HIGHLAND AVE	2	Unknown or not definite		1	0	0 0	Clear
Sideswipe - Overtaking	Inattention	12/9/2019		08:00 AM	1868091	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	00126 TRACY LN			45.9	Daylight	-119	4.28	Grade (vertical curve)	Wet	US 395	293_504		00983	- 1ST ST	2	Unknown or not definite		1		0 0	Cloudy
Turning Movement	Did not yield right-of-way	4/26/2018		03:00 PM	1777792	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	02306 THEATER LN			45.9	Daylight	-119	4.3	Driveway or Alley	Dry	US 395	293 504		00290	- 1ST ST	2	No control		1		0 0	Clear
Rear-End	Failed to avoid vehicle ahead	2/3/2022		12:00 PM	1986127	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	08707 W 7TH ST			45.8	Daylight	-119		Straight Roadway	Dry		40 300005746		00089	JUNIPER AVE	2	Unknown or not definite		1		0 0	Clear
Fixed Object or Other Object	Defective steering mechanism	6/19/2022	Pole -- street light only	09:00 PM	1984836	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	City Police - Report received	08704 W 4TH ST			45.8	Daylight	-119		Straight Roadway	Dry		40 300000542		00495	HERMISTON AVE	1	Unknown or not definite		1		0 0	Clear
Rear-End	Careless Driving (per PAR)	3/4/2022		08:00 AM	1986336	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	00161 NW CRESTVIEW CT			45.9	Dawn (Twilight)	-119		Straight Roadway	Dry		40 300000606		00190	NW OVERLOOK RD	2	Unknown or not definite		1		0 0	Clear
Angle	Careless Driving (per PAR)	12/17/2022		04:00 PM	2004686	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury (B)	City Police - Report received	06001 1ST PL	1	CROSS	45.8	Daylight	-119	7.42	Intersection	Dry	OR 207	293_14580		01165	- ELM AVE	2	Traffic Signals		1	0	0 0	Cloudy
Rear-End	Careless Driving (per PAR)	5/20/2022		09:00 PM	1969219	Non-Fatal Injury	Parked motor vehicle	Suspected Minor Injury (B)	City Police - Report received	01202 W JOHNS AVE			45.8	Darkness - with street lights	-119		Straight Roadway	Dry		40 300004258		00394	W 7TH ST	2	Unknown or not definite		1		0 0	Clear
Fixed Object or Other Object	Too fast for conditions (not exceed posted speed)	1/15/2019	Fence	09:00 AM	1790416	Fatal	Fixed object	Fatal Injury (K)					45.8	Daylight	-119	24.9	Straight Roadway	Dry		40 30001548		00069	FEEDVILLE RD	1	No control		1	0	0 0	Cloudy
Sideswipe - Meeting	Careless Driving (per PAR)	2/25/2018		06:00 PM	1775240	Non-Fatal Injury	From opposite direction - both going straight	Possible Injury Crash (C)	City Police - Report received	02306 THEATER LN			45.9	Darkness - with street lights	-119	4.32	Straight Roadway	Dry	US 395	293_504		00145	- 1ST ST	2	Unknown or not definite		1		0 0	Clear
Rear-End	Careless Driving (per PAR)	2/12/2018		09:00 AM	1803591	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	02306 THEATER LN			45.9	Daylight	-119	4.32	Straight Roadway	Dry	US 395	293 504		00100	- 1ST ST	2	Unknown or not definite		1		0 0	Clear
Fixed Object or Other Object	Careless Driving (per PAR)	5/19/2022	Fence	10:00 AM	1984723	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	City Police - Report received	01506 MCNARY ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40 300007109		00392	BEECH AVE	1	Unknown or not definite		1	0	0 0	Clear
Rear-End	Inattention	5/24/2022		03:00 PM	1984736	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	00701 ELM AVE			45.8	Daylight	-119		Straight Roadway	Dry		40 300000843		00403	1ST PL	1			1	0	0 0	Cloudy
Rear-End	Careless Driving (per PAR)	3/9/2022		07:00 PM	1963844	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	08711 W 11TH ST	3	3-LEG	45.8	Darkness - no street lights	-119	8.47	Intersection	Dry	OR 207	293_13683		00206	- HARTLEY AVE	2	Unknown or not definite		1	0	0 0	Clear
Angle	Careless Driving (per PAR)	1/18/2022		02:00 PM	1960872	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08001 1ST ST	1	CROSS	45.9	Daylight	-119	4.33	Intersection	Dry	US 395	293_14016		00049	- THEATER LN	2	Traffic Signals		1	0	0 0	Clear
Turning Movement	Careless Driving (per PAR)	4/2/2022		03:00 PM	1984469	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08703 W 3RD ST	3	3-LEG	45.8	Daylight	-119		Intersection	Dry		40 300003728		00269	ORCHARD AVE	2	Stop Sign		1	0	0 0	Clear
Rear-End	Careless Driving (per PAR)	6/10/2021		11:00 AM	1936520	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	08001 1ST ST	1	CROSS	45.9	Daylight	-119	4.33	Intersection	Dry	US 395	293_14016		00432	- THEATER LN	2	Traffic Signals		1	0	0 0	Clear
Fixed Object or Other Object	Physical illness	11/5/2022	Mailbox	01:00 PM	1994539	Non-Fatal Injury	Fixed object	Suspected Minor Injury (B)	City Police - Report received	08304 E 4TH ST			45.8	Daylight	-119		Straight Roadway	Dry		40 300001966		00973	RIDGEWAY AVE	1	Unknown or not definite		1	0	0 0	Clear
Turning Movement	Disregarded traffic signal	5/15/2021		06:00 PM	1955168	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	02306 THEATER LN	1	CROSS	45.9	Daylight	-119	4.33	Intersection	Dry	US 395	293_14016		00343	- 1ST ST	2	Traffic Signals		1	0	0 0	Clear
Angle	Careless Driving (per PAR)	1/30/2019		12:00 PM	1857889	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001 1ST ST	1	CROSS	45.9	Daylight	-119	4.33	Intersection	Dry	US 395	293_14016		00059	- THEATER LN	2	Traffic Signals		1	0	0 0	Clear
Turning Movement	Careless Driving (per PAR)	3/21/2022		12:00 PM	1986397	Property Damage Only	From opposite direction-one left turn,one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	08707 W 7TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Wet		40 300000196		00235	HIGHLAND AVE	2	Stop Sign		1	0	0 0	Rain
Angle	Passed stop sign or red flasher	11/30/2022		03:00 PM	1994656	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	01358 W ANGUS AVE	1	CROSS	45.8	Daylight	-119		Intersection	Wet		40 300007995		01072	SW 10TH ST	2	Stop Sign		1	0	0 0	Cloudy
Non-collision	View obscured	8/7/2022		06:00 AM	1974429	Non-Fatal Injury	Overturned	Suspected Minor Injury (B)	County Police - Report received				45.8	Dusk (Twilight)	-119	5.54	Grade (vertical curve)	Dry	OR 207	293_13678		90095	-	1	Unknown or not definite		1		0 0	Clear
Turning Movement	Made improper turn	3/20/2022		05:00 PM	1990314	Property Damage Only	Entering at angle - one vehicle stopped	No Apparent Injury/PDO Crash (O)	County Police - Report received				45.9	Daylight	-119	0.01	Straight Roadway	Dry		40 300008130		00230	BUTTER CK RD	2	Stop Sign		1		0 0	Clear
Turning Movement	Careless Driving (per PAR)	2/4/2022		12:00 PM	1963718	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury (B)	City Police - Report received	08304 E 4TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40 300001796		00092	NEWPORT AVE	2	Stop Sign		1	0	0 0	Cloudy
Fixed Object or Other Object	Made improper turn	8/15/2022	Curb (also narrow sidewalks on bridges)	11:00 AM	1985149	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	City Police - Report received	08704 W 4TH ST			45.8	Daylight	-119		Straight Roadway	Dry		40 300001962		00677	HIGHLAND AVE	1	Unknown or not definite		1	0	0 0	Clear
Angle	Driving in excess of posted speed	3/17/2019		06:00

COLLIS_TY P_LONG_D ESC	CRASH_CA USE_1_LO NG_DESC	CRASH_DT	CRASH_HR _LONG_DE SC	CRASH_ID	CRASH_SV RITY_LONG _DESC	HIGHEST_I NJ_SEVRTY _DESC	INVSTG_A GY_LONG_ DESC	LGT_COND _LONG_DE SC	SECT_ART _NO	SECT_TYP E	SECT_TYP E_SHORT_D ESC	JAT_DID	MNRTD_ IND	MP_NO	RD_CHAR_ LONG_DES C	WD_SURF _COND_DES	RTE_NO	REG_MPR_ ID	REG_PT_L NS_MEAS	REG_NO	ST_FULL_N AM	TOT_VHCL _CNT	PRIM_CNT RB_VEHC_ LONG_DES C	TRAF_CON _LONG_F LAG	TRAFFIC_DE VICE_LO C	UNLOCT_F LG	WRK_ZON E_IND	WTHR_CO ND_LONG _DESC
Rear-End	Careless Driving (per PAR)	1/14/2017	01:00 PM	1748493	Property Damage Only	No Apparent Injury/PDO Crash (O)	City Police - Report received	02306	THEATER LN			45.9	Daylight	-119	4.4	Driveway or Alley	Ice	US 395	293_14016	365	00103 - 1ST ST	2	No control	1		0	0	Snow
Rear-End	Inattention	9/28/2021	11:00 AM	1949134	Property Damage Only	From same direction - one turn, one straight	No Apparent Injury/PDO Crash (O)	02306	THEATER LN			45.9	Daylight	-119	4.41	Straight Roadway	Dry	US 395	293_14016		00753 - 1ST ST	2	Unknown or not definite	1		0	0	Clear
Turning Movement	Made improper turn	11/15/2019	09:00 AM	1862994	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	02306	THEATER LN			45.9	Daylight	-119	4.41	Driveway or Alley	Wet	US 395	293_14016		00884 - 1ST ST	2	No control	1		0	0	Rain
Turning movement	Did not yield right-of-way	10/19/2017	01:00 PM	1722417	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	02306	THEATER LN			45.9	Daylight	-119	4.41	Driveway or Alley	Dry	US 395	293_14016	417	00937 - 1ST ST	2	Unknown or not definite	1		0	0	Clear
Turning Movement	Careless Driving (per PAR)	10/13/2022	08:00 AM	1985265	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	08711	W 11TH ST	1	CROSS	45.8	Daylight	-119	8.68	Intersection	Dry	OR 207	293 8785		00883 - HIGHLAND AVE	2	Traffic Signals	1	0	0	0	Clear
Fixed Object or Other Object	Reckless Driving (per PAR)	10/28/2022	Tree, stump or shrubs	1985319	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	08711	W 11TH ST	2	2-LEG	45.8	Darkness - no street lights	-119	1	Intersection	Dry		40_300002287		00933 ORCHARD AVE EXT	1	Unknown or not definite	1	0	0	0	Clear
Turning Movement	Made improper left turn	11/25/2018	01:00 PM	1985353	Property Damage Only	From opposite direction-all others incl. parking	No Apparent Injury/PDO Crash (O)	01805	OREGON ST			45.9	Daylight	-119	4.42	Straight Roadway	Dry	US 395	293_14016		00829 - 1ST ST	2	Left Turn Refuge (when refuge is involved)	1		0	0	Clear
Non-collision	Other (not improper driving)	12/10/2022	Sliding or swerving due to wet, icy, slippery or loose surface (not gravel)	2004652	Non-Fatal Injury	Other non-collision	Possible Injury Crash (C)	06308	E 8TH PL	2	2-LEG	45.8	Daylight	-119		Intersection	Ice		40_300000544		01140 JENNIE AVE	2	Unknown or not definite	1	0	0	0	Clear
Rear-End	Failed to avoid vehicle ahead	6/16/2022		1984826	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	02201	SPRUCE ST			45.8	Daylight	-119	7.11	Straight Roadway	Dry	OR 207	293_8784		00489 - ELM AVE	2	Unknown or not definite	1		0	0	Cloudy
Rear-End	Failed to avoid vehicle ahead	9/1/2022		1976492	Non-Fatal Injury	From same direction - one stopped	Suspected Minor Injury Crash (B)	06001	1ST PL			45.8	Daylight	-119	7.41	Straight Roadway	Dry	OR 207	293_14580		00739 - ELM AVE	2	Traffic Signals	1		0	0	Clear
Pedestrian	Non-motorist illegally in roadway	1/21/2018		1775185	Non-Fatal Injury	Pedestrian	Suspected Minor Injury Crash (B)	02306	THEATER LN			45.9	Darkness - with street lights	-119	4.42	Straight Roadway	Wet	US 395	293_14016		00047 - 1ST ST	1	Left Turn Refuge (when refuge is involved)	1		0	0	Rain
Sideswipe - Overtaking	Too fast for conditions (not exceed posted speed)	5/6/2022	Sliding or swerving due to wet, icy, slippery or loose surface (not gravel)	1984581	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	00121	PRICKLY PEAR DR			45.9	Daylight	-119		Straight Roadway	Wet		40_300001006		00351 NW EUCALYPTUS DR	2	Unknown or not definite	1		0	0	Cloudy
Head-On	Failed to avoid vehicle ahead	10/1/2022		1982556	Non-Fatal Injury	Parked motor vehicle	Suspected Minor Injury Crash (B)	08705	W 5TH ST			45.8	Darkness - no street lights	-119		Straight Roadway	Dry		40_300000443		00833 ORCHARD AVE	2	Unknown or not definite	1		0	0	Clear
Angle	Passed stop sign or red flasher	11/12/2022		1994870	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	County Police - Report received		08310	E 10TH ST	1	CROSS	45.8	Daylight	-119	6.05	Intersection	Dry	OR 207	293_17233		01004 - ELM AVE	2	Stop Sign	1	0	0	0	Clear
Rear-End	Failed to avoid vehicle ahead	9/26/2022		1977677	Non-Fatal Injury	From same direction - one turn, one straight	Possible Injury Crash (C)	On Scene - No report received				45.9	Daylight	-119	5.02	Straight Roadway	Dry	OR 207	293_20509		00822 -	2	Unknown or not definite	1		0		Clear
Fixed Object or Other Object	Careless Driving (per PAR)	10/24/2022	Cell phone (on PAR or driver in use)	1983530	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	00119	MINNEHAHA RD			45.8	Darkness - with street lights	-119	9.94	Curve (horizontal curve)	Dry	OR 207	293_13684		00921 - W 11TH ST	1	Unknown or not definite	1		0	0	Clear
Sideswipe - Meeting	Inattention	3/13/2022		1964907	Non-Fatal Injury	Parked motor vehicle	Suspected Minor Injury Crash (B)	06810	NW 10TH PL			45.8	Darkness - with street lights	-119		Straight Roadway	Wet		40_300006530		00218 MADRONA AVE	2	Unknown or not definite	1		0	0	Rain
Turning Movement	Made improper turn	6/22/2021		1936550	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	01805	OREGON ST			45.9	Daylight	-119	4.43	Driveway or Alley	Dry	US 395	293_14016		00470 - 1ST ST	2	No control	1		0	0	Cloudy
Sideswipe - Overtaking	Did not yield right-of-way	5/27/2022		1993413	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	06707	W 7TH PL			45.8	Daylight	-119		Straight Roadway	Dry		40_300005336		00414 ORCHARD AVE	2	Unknown or not definite	1		0	0	Clear
Turning Movement	Did not yield right-of-way	2/2/2022		1963712	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	02401	UMATILLA-STANFLD HY			45.8	Daylight	-119		Straight Roadway	Dry		40_300001491		00084 HIGHLAND AVE	1	Yield Sign	1		0	0	Clear
Turning Movement	Made improper turn	10/7/2021		1936166	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	Not Investigated by Police		01805	OREGON ST			45.9	Darkness - with street lights	-119	4.45	Driveway or Alley	Dry	US 395	293 14016		00775 - 1ST ST	1	Unknown or not definite	1		0		Clear
Rear-End	Inattention	11/10/2022		1995391	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	Not Investigated by Police		08711	W 11TH ST	1	CROSS	45.8	Daylight	-119	8.42	Intersection	Wet	OR 207	293_11227		00993 - ORCHARD AVE	2	Traffic Signals	1	0	0		Fog
Turning Movement	Careless Driving (per PAR)	7/8/2019	Sliding or swerving due to wet, icy, slippery or loose surface (not gravel)	1859486	Property Damage Only	From same direction - one turn, one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received		08001	1ST ST			45.9	Darkness - with street lights	-119	4.45	Driveway or Alley	Ice	US 395	293_14016		00115 - OREGON ST	2	Unknown or not definite	1	0	0	0	Snow
Turning Movement	Made improper turn	5/3/2022		1984577	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	02602	WILSHIRE AVE	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_3000077141		00348 REEDER ST	2	Stop Sign	1	0	0	0	Clear
Sideswipe - Overtaking	Careless Driving (per PAR)	8/9/2022	Other (phantom) non-contact vehicle	1984997	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received		08001	1ST ST			45.8	Daylight	-119		Straight Roadway	Dry		40_300004068		00658 MAIN ST	2	Unknown or not definite	1		0	0	Clear
Sideswipe - Overtaking	Careless Driving (per PAR)	2/20/2019		1859713	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	01805	OREGON ST			45.9	Daylight	-119	4.48	Straight Roadway	Dry	US 395	293_14016		00152 - 1ST ST	2	Unknown or not definite	1		0	0	Clear
Turning Movement	Did not yield right-of-way	9/13/2022		1976525	Non-Fatal Injury	From opposite direction-one left turn,one straight	Possible Injury Crash (C)	City Police - Report received		08304	E 4TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_300004071		00777 MAIN ST	2	Traffic Signals	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	7/18/2022		1986688	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	08711	W 11TH ST	3	3-LEG	45.8	Daylight	-119	8.35	Intersection	Dry	OR 207	293_8789		00582 - POPLAR AVE	2	Traffic Signals	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	12/23/2022		2005860	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	08711	W 11TH ST			45.8	Darkness - with street lights	-119		Straight Roadway	Ice		40_300003808		01202 HIGHLAND AVE	2	Traffic Signals	1		0	0	Snow
Turning Movement	Did not yield right-of-way	9/18/2022		1985375	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	06001	1ST PL	3	3-LEG	45.9	Daylight	-119		Intersection	Dry		40_300006864		00797 HARPER RD	2	Stop Sign	1	0	0	0	Clear
Angle	Passed stop sign or red flasher	12/28/2022		2005889	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	06001	1ST PL			45.8	Daylight	-119		Intersection	Dry		40_300003439		01220 STANDARD DR	2	Stop Sign	1	0	0	0	Clear
Rear-End	Inattention	6/1/2022		1984760	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	00404	CEDAR DR			45.8	Daylight	-119		Straight Roadway	Dry		40_300000726		00428 HIGHLAND AVE	2	Unknown or not definite	1		0	0	Clear
Rear-End	Careless Driving (per PAR)	2/2/2022		1986122	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	08303	E 3RD ST			45.8	Daylight	-119		Straight Roadway	Dry		40_300001491		00086 HIGHLAND AVE	2	Unknown or not definite	1		0	0	Clear
Rear-End	Driver drowsy/fatigued/sleepy	8/21/2022		1985048	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	On Scene - No report received		01003	HIGHLAND AVE			45.8	Daylight	-119	8.69	Straight Roadway	Dry	OR 207	293_12704		00700 - W 11TH ST	2	Traffic Signals	1		0		Clear
Fixed Object or Other Object	Inattention	9/21/2022	Culvert, open low or high manhole	1977688	Non-Fatal Injury	Fixed object	Suspected Minor Injury Crash (B)	County Police - Report received				45.9	Darkness - no street lights	-119	2.54	Straight Roadway	Dry		40_3000002660		00812 PUNKIN CENTER RD	1	Unknown or not definite	1	0	0	0	Clear
Backing	Driving in excess of posted speed	5/7/2022		1984596	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received		08706	W 6TH ST			45.8	Daylight	-119		Straight Roadway	Dry		40_3000002793		00356 HERMISTON AVE	1	Unknown or not definite	1	0	0	0	Clear
Fixed Object or Other Object	Other (not improper driving)	11/26/2022	Sliding or swerving due to wet, icy, slippery or loose surface (not gravel)	1994859	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	State Police - Report received.		08707	W 7TH ST			45.8	Daylight	-119	7.74	Straight Roadway	Ice	OR 207	293 17234		01063 - ELM AVE	1	Unknown or not definite	1	0	0	0	Cloudy
Pedestrian	Non-motorist illegally in roadway	8/31/2019		1813383	Fatal	Pedestrian	Fatal Injury (K)	State Police - Report received.				45.9	Darkness - no street lights	-119	4.08	Grade (vertical curve)	Dry	US 395	293 11715		99999 -	1	No control	1		0		Clear
Angle	Careless Driving (per PAR)	11/13/2022		1994622	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received		08304	E 4TH ST	1	CROSS	45.8	Darkness - with street lights	-119		Intersection	Dry		40_300001031		01008 HIGHLAND AVE	2	Stop Sign	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	4/7/2022		1984516	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	02201	SPRUCE ST			45.8	Daylight	-119		Straight Roadway	Dry		40_300003066		00290 JENNIE AVE	2	Unknown or not definite	1		0	0	Clear
Turning Movement	Careless Driving (per PAR)	8/6/2022		1984981	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	01506	MCNARY ST	1	CROSS	45.8	Dusk (Twilight)	-119	6.93	Intersection	Dry	OR 207	293_10416		00650 - ELM AVE	2	Stop Sign	1	0	0	0	Clear
Angle	Did not yield right-of-way	6/21/2022		1986671	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received				45.8	Daylight	-119	0.16	Intersection	Dry		40_300001216		00506 SE 4TH (HERMISTON)	2	No control	1	0	0	0	Clear
Sideswipe - Overtaking	Careless Driving (per PAR)	4/24/2022		1964512	Non-Fatal Injury	From same direction - both going straight	Suspected Minor Injury Crash (B)	08001	1ST ST			45.8	Daylight	-119	7.09	Straight Roadway	Dry	OR 207	293_8784		00325 - ELM AVE	2	Unknown or not definite	1		0	0	Clear
Sideswipe - Overtaking	Reckless Driving (per PAR)	6/30/2019	Rock(s), boulder (not gravel; not rock slide)	1841441	Non-Fatal Injury	From same direction - both going straight	Suspected Minor Injury Crash (B)	01805	OREGON ST			45.9	Daylight	-119	4.48	Straight Roadway	Dry	US 395	293_14016		00535 - 1ST ST	1	Unknown or not definite	1		0	0	Clear
Angle	Did not yield right-of-way	11/26/2022		1996331	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	State Police - Report received.		01506	MCNARY ST	3	3-LEG	45.8	Daylight	-119	6.93	Intersection	Dry	OR 207	293_10416		01057 - ELM AVE	2	Stop Sign	1	0	0	0	Clear
Angle	Careless Driving (per PAR)	6/9/2022		1971916	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	08703	W 3RD ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_300002817		00460 HERMISTON AVE	2	Stop Sign	1	0	0	0	Clear
Angle	Careless Driving (per PAR)	9/1/2022		1969636	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	08711	W 11TH ST	1	CROSS	45.8	Daylight	-119	8.42	Intersection	Dry	OR 207	293_10421		00741 - ORCHARD AVE	2	Traffic Signals	1	0	0	0	Clear
Fixed Object or Other Object	Inattention	5/14/2022	Cell phone (on PAR or driver in use)	1983786	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	00113	GETTMAN RD			45.8	Darkness - no street lights	-119	9.43	Straight Roadway	Dry	OR 207	293_14603		00371 - W 11TH ST	1	Unknown or not definite	1		0	0	Clear
Turning Movement	Did not yield right-of-way	4/19/2021		1956643	Property Damage Only	Entering at angle - all others	Suspected Minor Injury Crash (B)	01805	OREGON ST			45.9	Daylight	-119	4.49	Straight Roadway	Dry	US 395	293_14016		00280 - 1ST ST	1	Unknown or not definite	1		0	0	Clear
Fixed Object or Other Object	Inattention	6/20/2022	Other sign, including street signs	1987548	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	County Police - Report received				45.8	Daylight	-119	17.9	Straight Roadway	Dry		40_300003038		00498 DESPAIN GULCH RD	1	Regulatory Sign	1	0	0	0	Clear
Turning Movement	Careless Driving (per PAR)	10/23/2018	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian	1815927	Property Damage Only	From opposite direction-one left turn,one straight	No Apparent Injury/PDO Crash (O)	01805	OREGON ST			45.9	Daylight	-119	4.49	Driveway or Alley	Dry	US 395	293_14016		00789 - 1ST ST	2	No control	1		0	0	Clear
Rear-End	Careless Driving (per PAR)	5/9/2019	Curb (also narrow sidewalks on bridges)	1860595	Property Damage Only	From same direction - one turn, one straight	No Apparent Injury/PDO Crash (O)	01805	OREGON ST			45.9	Daylight	-119	4.5	Driveway or Alley	Dry	US 395	293_14016		00355 - 1ST ST	2	No control	1		0	0	Clear
Sideswipe - Overtaking	Improper overtaking	11/18/2022		1995378	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	Not Investigated by Police		08307	E 7TH ST			45.8	Darkness - no street lights	-119		Straight Roadway	Ice		40_300005565		01024 HURLBURT AVE	2	Stop Sign	1		0	0	Fog
Angle	Disregarded traffic signal	11/1/2022		1969248	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received		08711	W 11TH ST	1	CROSS	45.8	Darkness - with street lights	-119	8.42	Intersection	Wet	OR 207	293 10421		00950 - ORCHARD AVE	2	Traffic Signals	1	0	0	0	Rain
Turning Movement	Careless Driving (per PAR)	12/14/2022		2004677	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received		06707	W 7TH PL	3	3-LEG	45.8	Darkness - no street lights	-119		Intersection	Dry		40_300005560		01161 ORCHARD AVE	2	Stop Sign	1	0	0	0	Clear
Rear-End	Inattention	10/8/2022		1982572	Non-Fatal Injury	From same direction - one stopped	Suspected Minor Injury Crash (B)	08001	1ST ST			45.8	Daylight	-119		Straight Roadway	Dry		40_300004068		00868 MAIN ST	2	Traffic Signals	1	0	0	0	Clear
Angle	Did not yield right-of-way	11/3/2019	Overturned after first harmful event	1816017	Fatal	Fatal Injury (K)	Fatal Injury (K)	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Daylight	-119	7.45	Intersection	Dry	US 395	293_16668		00866 - KELLI BLVD	2	Stop Sign	1	0	0	0	Clear
Sideswipe - Overtaking	Improper change of traffic lanes	3/31/2017		1749608	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received		01805	OREGON ST			45.9	Darkness - no street lights	-119	4.51	Straight Roadway	Dry	US 395	293_14016	938	00333 - 1ST ST	2	No control	1		0	0	Clear
Rear-End	Followed too closely	7/19/2022		1986690	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	08711	W 11TH ST			45.8	Daylight	-119		Straight Roadway	Dry		40_300003808		00590 HIGHLAND AVE	2	Unknown or not definite	1		0	0	Clear
Turning Movement	Careless Driving (per PAR)	8/24/2022		1974548	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	08001	1ST ST	3	3-LEG	45.8	Darkness - with street lights	-119	4.52	Intersection	Dry	US 395	293_14016		00716 - OREGON ST	2	Stop Sign	1	0	0	0	Clear
Turning Movement	Careless Driving (per PAR)	1/14/2022		1986316	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	08001	1ST ST	3	3-LEG	45.9	Darkness - with street lights	-119	4.52	Intersection	Dry	US 395	293_15580		00036 - OREGON ST	2	Stop Sign	1	0	0	0	Cloudy
Turning Movement	Made improper turn	10/1/2021	Vehicle obscured view	1936663	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	08001	1ST ST	3	3-LEG	45.9	Daylight	-119	4.52	Intersection	Dry	US 395	293_14016		00763 - OREGON ST	2	Stop Sign	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	8/2/2022		1974595	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	08001	1ST ST			45.8	Daylight	-119	7.07	Straight Roadway	Dry	OR 207	293_8784		00635 - ELM AVE	2	Traffic Signals	1	0	0	0	Clear
Non-collision	Reckless Driving (per PAR)	2/3/2022		1986131	Property Damage Only	Overturned	No Apparent Injury/PDO Crash (O)	08308	E 8TH ST			45.8	Daylight	-119		Curve (horizontal curve)	Dry		40_300005106		00090 SE BANKER DR	1	Unknown or not definite	1		0	0	Clear
Rear-End	Careless Driving (per PAR)	1/13/2022		1993374	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	08307	E 7TH ST			45.8	Daylight	-119		Straight Roadway	Wet		40_300002052		00034 HIGHLAND AVE	2	Unknown or not definite	1		0	0	Rain
Angle	Did not yield right-of-way	6/7/2022		1984767	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received		08310	E 10TH ST	1	CROSS	45.8	Darkness - no street lights	-119	6.05	Intersection	Dry	OR 207	293_17233		00444 - ELM AVE	2	Stop Sign	1	0	0	0	Rain
Rear-End	Followed too closely	7/28/2022	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian	1972729	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received		01004	HARTLEY AVE			45.8	Daylight	-119	8.49	Straight Roadway	Dry	OR 207	293_13683		00622 - W 11TH ST	3	Unknown or not definite	1		0	0	Clear
Sideswipe - Meeting	Improper overtaking	2/23/2022	Pole – power or telephone	1963780	Non-Fatal Injury	From opposite direction - both going straight	Suspected Minor Injury Crash (B)	County Police - Report received				45.9	Daylight	-119	1.97	Straight Roadway	Dry		40_3000002637		00167 PUNKIN CENTER RD	2	Unknown or not definite	1		0		Clear
Angle	Disregarded traffic signal	11/12/2022	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian	1994574	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received		08711	W 11TH ST	1	CROSS	45.8	Daylight	-119	8.68	Intersection	Dry	OR 207	293_8785		01002 - HIGHLAND AVE	3	Traffic Signals	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	8/30/2022		1974735	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	06001	1ST PL			45.8	Daylight	-119	7.44	Straight Roadway	Dry	OR 207	293_12702		00729 - ELM AVE	2	Traffic Signals	1		0	0	Clear
Rear-End	Other improper driving	8/12/2022		1985014	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	02401	UMATILLA-STANFLD HY			45.8	Darkness - no street lights	-119		Straight Roadway	Dry		40_300004311		00672 S AIRPORT RD	2	Unknown or not definite	1		0	0	Clear
Angle	Careless Driving (per PAR)	9/24/2021		1931860	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received		08001	1ST ST	3	3-LEG	45.9	Daylight	-119	4.52	Intersection	Dry	US 395	293_14016		00732 - OREGON ST	2	Stop Sign	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	2/16/2021		1957743	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received		01805	OREGON ST	3	3-LEG	45.9	Daylight	-119	4.52	Intersection	Wet	US 395	293_14016		00125 - 1ST ST	2	Unknown or not definite	1	0	0	0	Clear
Fixed Object or Other Object	Other improper driving	2/15/2018	Cut slope or ditch embankment	1826242	Non-Fatal Injury	Fixed object	Suspected Serious Injury (A)	County Police - Report received				3	3-LEG	45.8	Darkness - no street lights	-119	0.5	Intersection	Ice		40_30006129		00136 HOOKER RD	1	Stop Sign	1	0	0	0	Snow
Turning Movement	Careless Driving (per PAR)	9/1/2019		1828133	Non-Fatal Injury	Entering at angle - all others	Suspected Serious Injury (A)	City Police - Report received		08706	W 6TH ST	3	3-LEG	45.8	Daylight	-119		Intersection	Dry		40_30002077		00673 OAK AVE	2	No control	1	0	0	0	Clear
Turning Movement	Careless Driving (per PAR)	2/23/2022		1963774	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received		06001	1ST PL	3	3-LEG	45.9	Daylight	-119		Intersection	Dry		40_300000843		00166 HARPER RD	2	Stop Sign	1	0	0	0	Clear
Turning Movement	Passed stop sign or red flasher	4/13/2019		1858553	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received		08001	1ST ST	3	3-LEG	45.9	Daylight	-119	4.52	Intersection	Wet	US 395	293_14016		00290 - OREGON ST	2	Stop Sign	1	0	0	0	Clear
Head-On	Careless Driving (per PAR)	10/19/2022	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian	1985272	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	00205	BUTTE DR			45.8	Darkness - with street lights	-119		Straight Roadway	Dry		40_300002072		00902 RIDGEWAY AVE	2	Unknown or not definite	1		0	0	Clear
Turning Movement	Did not yield right-of-way	9/15/2022		1976527	Non-Fatal Injury	Pedalcyclist	Suspected Minor Injury Crash (B)	08304	E 4TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_300005981		00786 GLADYS AVE	1	Stop Sign	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	8/15/2022		1985019	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	08707	W 7TH ST	3	3-LEG	45.8	Daylight	-119		Intersection	Dry		40_300000324		00678 HERMISTON AVE	2	Unknown or not definite	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	10/6/2022	Cell phone (on PAR or driver in use)	1982566	Non-Fatal Injury	From same direction - one stopped	Suspected Minor Injury Crash (B)	08711	W 11TH ST			45.8	Daylight	-119		Straight Roadway	Dry		40_300004453		00866 HIGHLAND AVE	2	Traffic Signals	1	0	0	0	Clear
Sideswipe - Overtaking	Careless Driving (per PAR)	9/9/2022		1985182	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	02104	REEDER ST			45.8	Darkness - with street lights	-119		Straight Roadway	Dry		40_300004623		00769 CATHERINE AVE	2	Unknown or not definite	1		0	0	Clear
Rear-End	Careless Driving (per PAR)	11/4/2022	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian	1995713	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	08308	E 8TH ST			45.8	Dawn (Twilight)	-119		Straight Roadway	Dry		40_300005107		00966 HIGHLAND AVE	2	Unknown or not definite	1		0	0	Clear
Turning Movement	Inattention	4/7/2019		1827995	Non-Fatal Injury	Entering at angle - all

CRASH_TYPE_DESC	CRASH_CAUSE_1_DESC	CRASH_DT	CRASH_DAY_OF_WK_DESC	CRASH_HR_LONG_DESC	CRASH_ID	CRASH_TYPE_DESC	INVSTG_AGY_LONG_DESC	SECT_ART_NO	SECT_TYP	SECT_TYP_SHORT_D	ART_DID	LGT_COND_LONG_DESC	MANNER_COLL_DESC	MP_NO	RD_CHAR_LONG_DESC	WD_SURF_COND_DES	RTE_NM	REF_MRK_ID	REF_NO	ST_FULL_NM	TOT_VHCL_CNT	PRIM_CONTRIB_FACTR_LONG_DESC	UNLOCT_FLG	WRK_ZON_IND	WTHR_COND_LONG_DESC
Sideswipe - Overtaking	Improper change of traffic lanes	9/10/2022		12:00 PM	1985003	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001	1ST ST	3	3-LEG	45.9	Daylight	-119	4.69	Intersection	Dry	US 395	293_15580		00660 - HARPER RD	2	Left Turn Refuge (when refuge is involved)	1	0	0	0	Clear
Turning Movement	Careless Driving (per PAR)	11/1/2022		03:00 PM	1994905	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001	1ST ST	3	3-LEG	45.9	Daylight	-119	4.69	Intersection	Wet	US 395	293_15580		00951 - HARPER RD	2	Stop Sign	1	0	0	0	Rain
Rear-End	Careless Driving (per PAR)	10/10/2019		11:00 AM	1862391	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	01101	HARPER RD	3	3-LEG	45.9	Daylight	-119	4.69	Intersection	Dry	US 395	293_10607		00789 - 1ST ST	2	Traffic Signals	1	0	0	0	Clear
Angle	Did not yield right-of-way	4/15/2021	Occupant fell, jumped or was ejected from moving vehicle	02:00 PM	1919816	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received	06001	1ST PL	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30000242		00270 LOCUST AVE	2	Stop Sign	1	0	0	0	Clear
Pedestrian	Careless Driving (per PAR)	12/20/2019	"Sub-Ped": pedestrian injured subsequent to collision, etc.	11:00 AM	1839048	Non-Fatal Injury	Pedestrian	Possible Injury Crash (C)	City Police - Report received	08001	1ST ST	3	3-LEG	45.8	Daylight	-119	4.69	Intersection	Dry	US 395	293_10607		01035 - HARPER RD	1	Stop Sign	1	0	0	0	Cloudy
Turning Movement	Careless Driving (per PAR)	10/25/2021		01:00 PM	1956444	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	01003	HIGHLAND AVE			45.8	Daylight	-119	8.61	Driveway or Alley	Dry	OR 207	293_10421		00837 - W 11TH ST	2	Unknown or not definite	1		0	0	Clear
Angle	Careless Driving (per PAR)	10/9/2019		06:00 PM	1862341	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001	1ST ST	3	3-LEG	45.9	Dusk (Twilight)	-119	4.69	Intersection	Dry	US 395	293_10607		00784 - HARPER RD	2	No control	1		0	0	Clear
Turning Movement	Careless Driving (per PAR)	9/17/2019		04:00 PM	1842485	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08001	1ST ST	3	3-LEG	45.9	Daylight	-119	4.69	Intersection	Dry	US 395	293_10607		00721 - HARPER RD	2	Stop Sign	1	0	0	0	Clear
Sideswipe - Overtaking	Careless Driving (per PAR)	8/2/2021		11:00 AM	1955302	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	02306	THEATER LN			45.9	Daylight	-119		Straight Roadway	Dry		40_30002096		00590 ALORA DR	2	Unknown or not definite	1		0	0	Clear
Backing	Did not yield right-of-way	4/22/2021		04:00 PM	1956656	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08709	W 9TH ST			45.8	Daylight	-119		Driveway or Alley	Dry		40_30004488		00290 HERMISTON AVE	2	Unknown or not definite	1		0	0	Clear
Pedestrian	Non-motorist fatally in roadway	10/15/2021		12:00 AM	1921317	Non-Fatal Injury	Pedestrian	Suspected Serious Injury (A)	County Police - Report received					45.9	Darkness - no street lights	-119	1.53	Straight Roadway	Dry		40_30005016		00804 N TOWNSEND RD	1	No control	1		0	0	Clear
Rear-End	Failed to avoid vehicle ahead	12/13/2021		11:00 AM	1959337	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	Not Investigated by Police	00000				45.8	Daylight	-119	1000	Straight Roadway	Dry				01022 W 11TH ST	2	Unknown or not definite	1			1	Clear
Turning Movement	Made improper turn	8/24/2021		08:00 AM	1956734	Property Damage Only	Entering at angle - one vehicle stopped	No Apparent Injury/PDO Crash (O)	County Police - Report received					45.8	Daylight	-119	1.24	Straight Roadway	Dry		40_30003618		00643 SW 23RD ST	2	Stop Sign	1		0	0	Clear
Turning Movement	Did not yield right-of-way	3/23/2021		12:00 PM	1957907	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08303	E 3RD ST			45.8	Daylight	-119		Straight Roadway	Dry		40_30002184		00209 CATHERINE AVE	2	Unknown or not definite	1		0	0	Clear
Turning Movement	Careless Driving (per PAR)	5/23/2019		09:00 PM	1840430	Non-Fatal Injury	From opposite direction-one left turn,one straight	Suspected Minor Injury Crash (B)	City Police - Report received	08001	1ST ST			45.9	Darkness - with street lights	-119	4.69	Driveway or Alley	Dry	US 395	293_10607		00384 - HARPER RD	2	Unknown or not definite	1		0	0	Clear
Fixed Object or Other Object	Reckless Driving (per PAR)	7/18/2021	Curb (also narrow sidewalks on bridges)	11:00 PM	1958827	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	City Police - Report received	01003	HIGHLAND AVE			45.8	Darkness - with street lights	-119	8.62	Straight Roadway	Dry	OR 207	293_10421		00574 - W 11TH ST	1	Unknown or not definite	1		0	0	Clear
Angle	Careless Driving (per PAR)	10/22/2021	Curb (also narrow sidewalks on bridges)	12:00 PM	1921321	Non-Fatal Injury	Entering at angle - all others	Suspected Serious Injury (A)	City Police - Report received	08001	1ST ST	1	CROSS	45.9	Daylight	-119		Intersection	Wet		40_30000275		00825 THEATER LN	2	Traffic Signals	1	0	0	0	Cloudy
Rear-End	Inattention	3/4/2021		03:00 PM	1920231	Non-Fatal Injury	From same direction - both going straight	Possible Injury Crash (C)	City Police - Report received	08310	E 10TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30180206		00164 DIAGONAL BLVD	2	Stop Sign	1	0	0	0	Clear
Rear-End	Did not yield right-of-way	10/26/2021		02:00 PM	1936715	Non-Fatal Injury	From same direction - one stopped	Suspected Minor Injury Crash (B)	City Police - Report received	01904	POPLAR AVE			45.8	Daylight	-119	8.34	Straight Roadway	Dry	OR 207	293_8789		00842 - W 11TH ST	2	Traffic Signals	1		0	0	Cloudy
Turning Movement	Made improper turn	6/1/2021		05:00 PM	1913580	Property Damage Only	From same direction - one vehicle stopped	No Apparent Injury/PDO Crash (O)	County Police - Report received	01250	PUNKIN CENTER RD	1	CROSS	45.9	Daylight	-119	0.76	Intersection	Dry		40_30004935		00404 GEER RD	2	Stop Sign	1	0	0	0	Clear
Sideswipe - Overtaking	Did not yield right-of-way	2/4/2019		04:00 PM	1859316	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	Not Investigated by Police	01101	HARPER RD			45.9	Daylight	-119	4.7	Straight Roadway	Ice	US 395	293_10607		00091 - 1ST ST	2	Unknown or not definite	1		0		Snow
Backing	Other improper driving	2/14/2018		04:00 PM	1803674	Property Damage Only	From opposite direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	01101	HARPER RD			45.9	Daylight	-119	4.71	Driveway or Alley	Dry	US 395	293_10607		00106 - 1ST ST	2	No control	1		0	0	Clear
Sideswipe - Overtaking	Improper change of traffic lanes	8/2/2022		05:00 PM	1984958	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001	1ST ST	3	3-LEG	45.9	Daylight	-119	4.73	Intersection	Dry	US 395	293_10607		00636 - CORNELL PL	2	Unknown or not definite	1	0	0	0	Clear
Turning Movement	Made improper turn	1/23/2021		04:00 PM	1959029	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	06001	1ST PL	3	3-LEG	45.9	Daylight	-119		Intersection	Dry		40_30002530		00077 HARPER RD	2	Stop Sign	1	0	0	0	Clear
Turning Movement	Careless Driving (per PAR)	1/8/2022		01:00 PM	1986296	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001	1ST ST	3	3-LEG	45.9	Daylight	-119	4.73	Intersection	Dry	US 395	293_10607		00020 - CORNELL PL	2	Stop Sign	1	0	0	0	Clear
Turning Movement	Made improper turn	7/19/2019		12:00 PM	1840977	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08001	1ST ST	3	3-LEG	45.9	Daylight	-119	4.73	Intersection	Dry	US 395	293_10607		00551 - CORNELL PL	2	Stop Sign	1	0	0	0	Clear
Turning Movement	Did not yield right-of-way	2/2/2019		01:00 PM	1857925	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001	1ST ST	3	3-LEG	45.9	Daylight	-119	4.73	Intersection	Dry	US 395	293_10607		00067 - CORNELL PL	2	Stop Sign	1	0	0	0	Clear
Rear-End	Inattention	1/5/2021		04:00 PM	1957492	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	01201	JENNIE AVE			45.8	Dusk (Twilight)	-119		Straight Roadway	Dry		40_30005605		00013 E 4TH ST	2	Stop Sign	1		0	0	Cloudy
Rear-End	Careless Driving (per PAR)	6/7/2021	Pedestrian indirectly involved (not struck)	05:00 PM	1938096	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	On Scene - No report received	08702	W 2ND ST			45.8	Daylight	-119		Straight Roadway	Dry		40_30003037		00423 HERMISTON AVE	2	Unknown or not definite	1		0		Clear
Rear-End	Reckless Driving (per PAR)	10/24/2021		01:00 AM	1950610	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	08305	E 5TH ST			45.8	Darkness - no street lights	-119		Straight Roadway	Dry		40_30005451		00832 GLADYS AVE	2	Unknown or not definite	1		0	0	Clear
Angle	Careless Driving (per PAR)	11/17/2021		07:00 AM	1936616	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08304	E 4TH ST	1	CROSS	45.9	Daylight	-119		Intersection	Dry		40_30005018		00935 THEATER LN	2	Stop Sign	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	6/30/2021	Other (phantom) non-contact vehicle	09:00 AM	1958652	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	01001	HERMISTON AVE			45.8	Daylight	-119	8.3	Straight Roadway	Dry	OR 207	293_10417		00496 - W 11TH ST	1	Traffic Signals	1		0	0	Clear
Turning Movement	Inattention	9/24/2021		04:00 PM	1955219	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	00128	ASPEN DR	3	3-LEG	45.9	Daylight	-119		Intersection	Dry		40_30003510		00731 E 4TH ST	2	Stop Sign	1	0	0	0	Clear
Turning Movement	Careless Driving (per PAR)	8/19/2019	Occupant fell, jumped or was ejected from moving vehicle	10:00 AM	1838542	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received	08001	1ST ST	3	3-LEG	45.9	Daylight	-119	4.73	Intersection	Dry	US 395	293_10607		00632 - CORNELL PL	2	Stop Sign	1	0	0	0	Clear
Head-On	Drove left of center on two-way road; straddling	5/21/2022	Vertical grade / hill present at crash location	05:00 PM	1943050	Fatal	From opposite direction - both going straight	Fatal Injury (K)	County Police - Report received			3	3-LEG	45.9	Daylight	-119	1.48	Intersection	Dry		40_3000041119		00232 PUNKIN CENTER RD	2	Stop Sign	1	0	0	0	Clear
Sideswipe - Overtaking	Failed to avoid vehicle ahead	11/11/2021		08:00 AM	1958850	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001	1ST ST			45.8	Dusk (Twilight)	-119		Straight Roadway	Dry		40_30002693		00913 JENNIE AVE	2	Unknown or not definite	1		0	0	Clear
Turning Movement	Made improper turn	10/4/2019		08:00 AM	1841779	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	On Scene - No report received	08001	1ST ST	3	3-LEG	45.9	Daylight	-119	4.73	Intersection	Dry	US 395	293_10607		00762 - CORNELL PL	2	Stop Sign	1	0	0	0	Clear
Turning Movement	Careless Driving (per PAR)	6/16/2018		02:00 PM	1781962	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08001	1ST ST	3	3-LEG	45.9	Daylight	-119	4.73	Intersection	Dry	US 395	293_10607		00424 - CORNELL PL	2	Stop Sign	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	11/23/2021		04:00 PM	1936641	Non-Fatal Injury	From same direction - both going straight	Suspected Minor Injury Crash (B)	City Police - Report received	08702	W 2ND ST	3	3-LEG	45.8	Daylight	-119	7.21	Intersection	Dry	OR 207	293_13680		00962 - ELM AVE	1	Unknown or not definite	1	0	0	0	Clear
Pedestrian	Inattention	7/5/2021		02:00 AM	1932489	Non-Fatal Injury	Pedestrian	Suspected Minor Injury Crash (B)	City Police - Report received	01702	NORTH ST			45.9	Darkness - with street lights	-119		Straight Roadway	Dry		40_30006781		00573 THEATER LN	1	Unknown or not definite	1		0	0	Clear
Angle	Did not yield right-of-way	8/5/2021		12:00 PM	1956661	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	Not Investigated by Police	08310	E 10TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30003851		00600 HIGHLAND AVE	2	Stop Sign	1	0	0	0	Clear
Sideswipe - Overtaking	Other improper driving	3/23/2021		10:00 PM	1957921	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	02602	WILSHIRE AVE			45.8	Darkness - with street lights	-119		Straight Roadway	Dry		40_30005794		00212 E 3RD ST	2	Unknown or not definite	1		0	0	Clear
Backing	Careless Driving (per PAR)	2/26/2021		09:00 AM	1958998	Property Damage Only	From opposite direction-all others incl. parking	No Apparent Injury/PDO Crash (O)	City Police - Report received	00159	NORMA DR			45.8	Daylight	-119		Straight Roadway	Dry		40_30003744		00155 WEST VIEW DR	2	Unknown or not definite	1		0	0	Cloudy
Rear-End	Reckless Driving (per PAR)	9/25/2021		09:00 PM	1937308	Non-Fatal Injury	Parked motor vehicle	Possible Injury Crash (C)	City Police - Report received	06708	W 8TH PL			45.8	Darkness - no street lights	-119		Straight Roadway	Dry		40_30005743		00736 ORCHARD AVE	1	Unknown or not definite	1		0	0	Clear
Turning Movement	Careless Driving (per PAR)	7/26/2018		01:00 PM	1783882	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08001	1ST ST	3	3-LEG	45.9	Daylight	-119	4.73	Intersection	Dry	US 395	293_10607		00539 - CORNELL PL	2	Stop Sign	1	0	0	0	Clear
Angle	Careless Driving (per PAR)	8/5/2021		07:00 PM	1936410	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received	08304	E 4TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30000823		00624 GLADYS AVE	2	Stop Sign	1	0	0	0	Clear
Rear-End	Reckless Driving (per PAR)	10/13/2021	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian	01:00 AM	1936707	Non-Fatal Injury	Parked motor vehicle	Suspected Minor Injury Crash (B)	City Police - Report received	08304	E 4TH ST			45.8	Darkness - with street lights	-119	6.87	Straight Roadway	Wet	OR 207	293_19465		00799 - ELM AVE	1	Unknown or not definite	1		0	0	Rain
Turning Movement	Did not yield right-of-way	10/18/2021		05:00 PM	1956473	Property Damage Only	From opposite direction-one left turn,one straight	No Apparent Injury/PDO Crash (O)	Not Investigated by Police	08304	E 4TH ST			45.8	Daylight	-119		Driveway or Alley	Dry		40_30001362		00814 UMATILLA-STANFLD HY	2	Unknown or not definite	1		0	0	Clear
Rear-End	Inattention	6/28/2021		03:00 PM	1931519	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	State Police - Report received.					45.9	Daylight	-119	5	Straight Roadway	Dry	OR 207	293_20509		00637 -	1	Unknown or not definite	1		0	0	Clear
Sideswipe - Overtaking	Improper overtaking	10/2/2021		01:00 PM	1953257	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	State Police - Report received.					45.9	Daylight	-119	1.66	Straight Roadway	Dry		40_30005016		00766 S TOWNSEND RD	1	Unknown or not definite	1		0	0	Clear
Fixed Object or Other Object	Driver drowsy/fatigued/sleepy	7/16/2021	Curb (also narrow sidewalks on bridges)	05:00 PM	1932370	Non-Fatal Injury	Fixed object	Suspected Minor Injury Crash (B)	City Police - Report received	08707	W 7TH ST			45.8	Daylight	-119		Straight Roadway	Dry		40_30004894		00543 ORCHARD AVE	1	Unknown or not definite	1		0	0	Clear
Turning Movement	Did not yield right-of-way	4/6/2018		01:00 PM	1777712	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08001	1ST ST	3	3-LEG	45.9	Daylight	-119	4.73	Intersection	Dry	US 395	293_10607		00235 - CORNELL PL	2	Stop Sign	1	0	0	0	Clear
Rear-End	Failed to avoid vehicle ahead	11/16/2017		02:00 PM	1728006	Non-Fatal Injury	From same direction - one turn, one straight	Possible Injury Crash (C)	City Police - Report received	08001	1ST ST	3	3-LEG	45.9	Daylight	-119	4.73	Intersection	Dry	US 395	293_10607	198	01017 - CORNELL PL	1	Unknown or not definite	1	0	0	0	Clear
Turning Movement	Careless Driving (per PAR)	3/18/2022	Occupant fell, jumped or was ejected from moving vehicle	03:00 PM	1960396	Non-Fatal Injury	Entering at angle - all others	Suspected Serious Injury (A)	City Police - Report received	06001	1ST PL	3	3-LEG	45.9	Daylight	-119		Intersection	Dry		40_30000843		00228 HARPER RD	2	Stop Sign	1	0	0	0	Clear
Turning Movement	Did not yield right-of-way	9/8/2021		06:00 PM	1936758	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received	08001	1ST ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30002824		00689 HIGHLAND AVE	2	Stop Sign	1	0	0	0	Clear
Backing	Careless Driving (per PAR)	12/5/2021	Vehicle obscured view	01:00 PM	1936425	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received	02201	SPRUCE ST			45.8	Daylight	-119		Driveway or Alley	Dry		40_30001576		01000 JENNIE AVE	2	No control					Clear
Rear-End	Followed too closely	7/4/2021		09:00 PM	1936442	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	02201	SPRUCE ST			45.8	Darkness - no street lights	-119	7.12	Straight Roadway	Dry	OR 207	293_8784		00510 ELM AVE	2	No control	1		0	0	Clear
Rear-End	Careless Driving (per PAR)	11/17/2021		04:00 PM	1936628	Non-Fatal Injury	From same direction - one stopped	Suspected Minor Injury Crash (B)	City Police - Report received	00409	CORNELL PL			45.9	Daylight	-119	4.74	Straight Roadway	Dry	US 395	293_14017		00940 - 1ST ST	2	Unknown or not definite	1		0	0	Clear
Angle	Inadequate or no brakes	11/22/2021		06:00 PM	1947426	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	State Police - Report received.	08310	E 10TH ST	1	CROSS	45.8	Dusk (Twilight)	-119	6.05	Intersection	Dry	OR 207	293_16078		00954 - ELM AVE	2	Unknown or not definite	1		0	0	Clear
Fixed Object or Other Object	Reckless Driving (per PAR)	1/1/2021	Cut slope or ditch embankment	09:00 PM	1920117	Non-Fatal Injury	Fixed object	Possible Injury Crash (C)	State Police - Report received.	06001	1ST PL	3	3-LEG	45.8	Darkness - no street lights	-119		Intersection	Wet		40_30000299		00046 RIDGEWAY AVE	1	Stop Sign	1	0	0	0	Rain
Sideswipe - Overtaking	Did not yield right-of-way	4/10/2021		05:00 PM	1947768	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	00409	CORNELL PL			45.9	Daylight	-119	4.75	Straight Roadway	Dry	US 395	293_14017		00269 - 1ST ST	2	Stop Sign	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	4/6/2018		01:00 PM	1810427	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	00409	CORNELL PL			45.9	Daylight	-119	4.75	Straight Roadway	Dry	US 395	293_14017		80303 - 1ST ST	2	No control					Clear
Rear-End	Followed too closely	1/6/2017		05:00 PM	1748446	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	00409	CORNELL PL			45.9	Darkness - with street lights	-119	4.75	Straight Roadway	Ice	US 395	293_14017	100	00027 - 1ST ST	2	Unknown or not definite	1		0	0	Clear
Fixed Object or Other Object	Drove left of center on two-way road; straddling	3/28/2021	Curb (also narrow sidewalks on bridges)	08:00 AM	1920320	Non-Fatal Injury	Fixed object	Suspected Minor Injury Crash (B)	City Police - Report received	01510	MOORE AVE			45.8	Dawn (Twilight)	-119		Straight Roadway	Dry		40_30003500		00224 W 7TH ST	1	No control	1		0	0	Clear
Rear-End	Failed to avoid vehicle ahead	12/1/2021		05:00 PM	1936414	Non-Fatal Injury	From same direction - both going straight	Possible Injury Crash (C)	On Scene - No report received	00701	ELM AVE			45.9	Darkness - with street lights	-119	4.77	Straight Roadway	Dry	US 395	293_14017		00988 - 1ST ST	2	Unknown or not definite	1		0	0	Clear
Turning Movement	Careless Driving (per PAR)	5/6/2021		12:00 PM	1936571	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received	00409	CORNELL PL			45.9	Daylight	-119	4.77	Driveway or Alley	Dry	US 395	293_14017		00324 - 1ST ST	2	Stop Sign	1	0	0	0	Clear
Sideswipe - Overtaking	Improper change of traffic lanes	12/29/2017		09:00 PM	1742401	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	00409	CORNELL PL			45.9	Darkness - with street lights	-119	4.77	Straight Roadway	Wet	US 395	293_14017	201	01159 - 1ST ST	2	Unknown or not definite	1		0	0	Clear
Turning movement	Did not yield right-of-way	8/28/2017		04:00 PM	1750438	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	00701	ELM AVE			45.9	Daylight	-119	4.78	Driveway or Alley	Dry	US 395	293_14017	251	00785 - 1ST ST	2	Stop Sign	1	0	0	0	Clear
Turning Movement	Careless Driving (per PAR)	3/29/2021		07:00 PM	1957946	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001	1ST ST			45.9	Darkness - with street lights	-119		Straight Roadway	Dry		40_30003902		90227 OREGON ST	2	Unknown or not definite	1		0	0	Clear
Turning Movement	Did not yield right-of-way	12/4/2022		08:00 AM	2005372	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	00701	ELM AVE			45.9	Daylight	-119	4.78	Driveway or Alley	Ice	US 395	293_14017		01091 - 1ST ST	2	Stop Sign	1	0	0	0	Snow
Angle	Careless Driving (per PAR)	10/7/2021		11:00 AM	1936668	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08001	1ST ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30002824		00781 HIGHLAND AVE	2	Stop Sign	1	0	0	0	Clear
Turning Movement	Did not yield right-of-way	11/10/2022		02:00 PM	1995397	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	00409	CORNELL PL			45.9	Daylight	-119	4.78	Straight Roadway	Dry	US 395	293_14017		00991 - 1ST ST	2	Unknown or not definite	1		0		Clear
Backing	Other improper driving	5/22/2021		12:00 PM	1958774	Property Damage Only	From same direction-all others, including parking	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001	1ST ST	3	3-LEG	45.8	Daylight	-119	6.93	Intersection	Dry	OR 207	293_10416		00368 - ELM AVE	2	Stop Sign	1	0	0	0	Clear
Turning Movement	Careless Driving (per PAR)	11/12/2021		06:00 PM	1958854	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08711	W 11TH ST			45.8	Darkness - no street lights	-119		Straight Roadway	Wet		40_30006787		00920 HIGHLAND AVE	2	Unknown or not definite	1		0	0	Rain
Angle	Passed stop sign or red flasher	12/4/2021		04:00 PM	1932462	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08302	E 2ND ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30000196		00998 HURLBURT AVE	2	Stop Sign	1	0	0	0	Clear
Angle	Did not yield right-of-way	3/29/2021		07:00 PM	1959406	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	On Scene - No report received	08001	1ST ST			45.9	Dusk (Twilight)	-119		Straight Roadway	Dry		40_3000052275		90225 OREGON ST	2	Stop Sign	1		0	0	Clear
Rear-End	Other improper driving	6/29/2021		01:00 AM	1958633	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	00402	CATHERINE AVE			45.8	Darkness - with street lights	-119		Straight Roadway	Dry		40_30003987		00489 E 7TH ST	2	Unknown or not definite	1		0	0	Clear
Fixed Object or Other Object	Careless Driving (per PAR)	11/4/2021	Cut slope or ditch embankment	08:00 AM	1936921	Non-Fatal Injury	Fixed object	Suspected Minor Injury Crash (B)	County Police - Report received			3	3-LEG	45.9	Dawn (Twilight)	-119		Intersection	Wet		40_30004521		00893 PUNKIN CENTER RD	1	Unknown or not definite	1	0	0	1	Rain
Rear-End	Careless Driving (per PAR)	12/14/2021		04:00 PM	1957419	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	01801	ORCHARD AVE			45.8	Daylight	-119	8.55	Straight Roadway	Dry	OR 207	293_10421		01027 - W 11TH ST	2	Unknown or not definite	1		0	0	Clear
Angle	Passed stop sign or red flasher	1/3/2021		07:00 AM	1957474	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	On Scene - No report received	08302	E 2ND ST	1	CROS

CRASH_TYPE_DESC	CRASH_CAUSE_1_DESC	CRASH_DT	CRASH_DAY_OF_WEEK_DESC	CRASH_HR	CRASH_ID	CRASH_TYPE_DESC	HIGHEST_INJRY_DESC	INVSTG_AGY_DESC	SECT_ACCT_DESC	SECT_TYP_DESC	SECT_TYP_SHORT_D	AT_DD	LGT_COND_DESC	MANNER_COLL_DESC	MP_NO	ND_CHAR_CONG_DESC	ND_SURF_COND_DES	RTE_NM	REF_MRK_ID	REF_PT_1_DESC	REF_NO	RT_FULL_NM	TOT_VHCL_CNT	PRM_CNT_DRVR_LONG_DESC	TRAF_CONT_1_DESC	TRAF_CONT_2_DESC	S_CITY	LIGHT	UNLOCT_FLG	WRK_ZON_IND	WTHR_COND_DESC
Rear-End	Reckless Driving (per PAR)	7/20/2022		01:00 PM	1972593	Non-Fatal Injury	Suspected Minor Injury Crash (B)	City Police - Report received	00701 ELM AVE			45.8	Daylight		-119	4.82	Straight Roadway	Dry	US 395	293_14017		00594	1 ST ST	4	Traffic Signals				0	0	Clear
Rear-End	Followed too closely	5/18/2021		11:00 AM	1936579	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Daylight		-119		Intersection	Dry		40_30006130		00352	HIGHLAND AVE	2	Stop Sign			1	0	0 0	Clear
Rear-End	Inattention	12/26/2018		05:00 PM	1815350	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	Not Investigated by Police	08001 1ST ST			45.8	Dusk (Twilight)		-119	4.82	Straight Roadway	Dry	US 395	293_14017		00986	- ELM AVE	2	Unknown or not definite			1		0 0	Clear
Rear-End	Followed too closely	1/10/2017		03:00 PM	1718323	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	00701 ELM AVE			45.8	Daylight		-119	4.82	Straight Roadway	Snow	US 395	293 14017	452	00048	- 1ST ST	2	Unknown or not definite			1		0 0	Snow
Pedestrian	Non-motorist not visible; non-reflective clothing	12/5/2019	"Sub-Ped": pedestrian injured subsequent to collision, etc.	04:00 PM	1838773	Non-Fatal Injury	Pedestrian	Possible Injury Crash (C)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Dusk (Twilight)		-119	4.83	Intersection	Dry	US 395	293 14017		00966	- ELM AVE	1	Traffic Signals			1	0	0 0	Cloudy
Angle	Reckless Driving (per PAR)	10/27/2021	Building or other structure	12:00 AM	1956431	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	08709 W 9TH ST			45.8	Darkness - no street lights		-119		Straight Roadway	Dry		40_30002446		00847	PINE AVE	2	Unknown or not definite			1		0 0	Clear
Turning Movement	Made improper turn	5/19/2021		11:00 AM	1958769	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	Not Investigated by Police	08711 W 11TH ST			45.8	Daylight		-119		Driveway or Alley	Dry		40_30003977		00363	ELM AVE	2	Unknown or not definite			1		0 0	Clear
Rear-End	Failed to avoid vehicle ahead	9/8/2021		05:00 PM	1936970	Non-Fatal Injury	From same direction - one turn, one straight	Possible Injury Crash (C)	County Police - Report received				45.9	Daylight		-119	1.97	Driveway or Alley	Dry		40_30001087		00683	PUNKIN CENTER RD	2	No control			1		0 0	Clear
Angle	Did not yield right-of-way	10/30/2021	Cut slope or ditch embankment	06:00 AM	1936724	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received	06001 1ST PL	1	CROSS	45.8	Darkness - no street lights		-119	7.42	Intersection	Dry	OR 207	293_12702		00862	- ELM AVE	2	Traffic Signals			1	0	0 0	Clear
Angle	Careless Driving (per PAR)	12/21/2018		06:00 PM	1795759	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Darkness - with street lights		-119	4.83	Intersection	Dry	US 395	293_14017		00970	- ELM AVE	2	Traffic Signals			1	0	0 0	Clear
Turning Movement	Did not yield right-of-way	4/26/2021		08:00 AM	1955273	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	06013 SW 13TH PL	1	CROSS	45.8	Daylight		-119		Intersection	Dry		40_30006903		00300	SW SHANE CT	2	No control			1	0	0 0	Clear
Pedestrian	Inattention	7/21/2017		09:00 PM	1719471	Non-Fatal Injury	Pedestrian	Possible Injury Crash (C)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Darkness - with street lights		-119	4.83	Intersection	Dry	US 395	293 14017	502	00670	- ELM AVE	1	Traffic Signals			1	0	0 0	Clear
Rear-End	Disregarded traffic signal	12/20/2017		08:00 PM	1738972	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	State Police - Report received.	08001 1ST ST	1	CROSS	45.8	Darkness - with street lights		-119	4.83	Intersection	Wet	US 395	293 14017	502	01117	- ELM AVE	1	Traffic Signals			1	0	0 0	Cloudy
Rear-End	Reckless Driving (per PAR)	10/2/2021		08:00 PM	1958120	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	01501 MADRONA AVE			45.8	Darkness - with street lights		-119	8.67	Straight Roadway	Dry	OR 207	293_21897		00767	- W 11TH ST	2	Traffic Signals			1		0 0	Clear
Rear-End	Reckless Driving (per PAR)	9/5/2021	Overturned after first harmful event	03:00 AM	1936732	Non-Fatal Injury	Parked motor vehicle	Suspected Minor Injury Crash (B)	City Police - Report received	08306 E 6TH ST			45.8	Darkness - with street lights		-119		Straight Roadway	Dry		40_30001420		00671	HIGHLAND AVE	3	Unknown or not definite			1		0 0	Clear
Sideswipe - Overtaking	Inattention	12/20/2021		06:00 AM	1958203	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	On Scene - No report received	08304 E 4TH ST			45.8	Darkness - no street lights		-119		Straight Roadway	Snow		40_30005604		01058	JENNIE AVE	2	Unknown or not definite			1		0	Rain
Non-collision	Driving in excess of posted speed	12/23/2021		06:00 AM	1958373	Property Damage Only	Overturned	No Apparent Injury/PDO Crash (O)	County Police - Report received	01238 ORCHARD AVE EXT	3	3-LEG	45.8	Dawn (Twilight)		-119	3.81	Intersection	Ice		40_30001472		01066	WESTLAND RD	1	Unknown or not definite			1	0	0 0	Cloudy
Turning Movement	Careless Driving (per PAR)	10/10/2021		08:00 PM	1936672	Non-Fatal Injury	From opposite direction-one left turn,one straight	Suspected Minor Injury Crash (B)	City Police - Report received	06001 1ST PL	1	CROSS	45.8	Darkness - with street lights		-119	7.42	Intersection	Dry	OR 207	293_12702		00788	- ELM AVE	1	Traffic Signals			1	0	0 0	Clear
Angle	Passed stop sign or red flasher	6/1/2021		05:00 PM	1958560	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08710 W 10TH ST	1	CROSS	45.8	Daylight		-119		Intersection	Dry		40_30002478		00403	W JUANITA AVE	2	Stop Sign			1	0	0 0	Clear
Rear-End	Careless Driving (per PAR)	3/11/2021		11:00 AM	1959668	Non-Fatal Injury	From same direction - both going straight	Possible Injury Crash (C)	City Police - Report received	01206 JOSEPH ST			45.8	Daylight		-119	9.13	Straight Roadway	Dry	OR 207	293 627		00177	- W 11TH ST	2	Unknown or not definite			1		0 0	Clear
Angle	Disregarded traffic signal	11/27/2021		07:00 PM	1958865	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	06001 1ST PL	1	CROSS	45.8	Darkness - with street lights		-119	7.42	Intersection	Wet	OR 207	293 12702		00974	- ELM AVE	1	Traffic Signals			1	0	0 0	Rain
Rear-End	Followed too closely	9/6/2021		12:00 PM	1938408	Non-Fatal Injury	From same direction - one stopped	Suspected Minor Injury (B)	City Police - Report received				45.8	Daylight		-119	0.61	Straight Roadway	Dry		40_30007196		00677	DIAGONAL RD	2	Stop Sign			1		0 0	Clear
Turning Movement	Careless Driving (per PAR)	11/22/2021		04:00 PM	1958861	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	01205 JUANITA AVE	3	3-LEG	45.8	Dusk (Twilight)		-119	8.41	Intersection	Dry	OR 207	293_14582		00957	- W 11TH ST	2	Stop Sign			1	0	0 0	Clear
Fixed Object or Other Object	Other (not improper driving)	4/24/2021	Other (phantom) non-contact vehicle	06:00 AM	1948150	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	State Police - Report received	00119 MINNEHAHA RD	3	3-LEG	45.8	Dawn (Twilight)		-119	9.67	Intersection	Dry	OR 207	293_13684		00297	- W 11TH ST	1	Stop Sign			1	0	0 0	Clear
Sideswipe - Meeting	Drove left of center on two-way road; straddling	9/18/2021		01:00 AM	1956931	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	00160 NE MARTY DR			45.8	Darkness - with street lights		-119		Straight Roadway	Dry		40_30004754		00719	E SANDSTONE AVE	2	Unknown or not definite			1		0 0	Clear
Rear-End	Failed to avoid vehicle ahead	12/9/2017		09:00 PM	1738927	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Darkness - with street lights		-119	4.83	Intersection	Dry	US 395	293 14017	502	01088	- ELM AVE	1	Traffic Signals			1	0	0 0	Clear
Rear-End	Careless Driving (per PAR)	7/16/2021		11:00 AM	1936503	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	08707 W 7TH ST	1	CROSS	45.8	Daylight		-119		Intersection	Dry		40_30002405		00539	HIGHLAND AVE	2	Stop Sign			1	0	0 0	Clear
Rear-End	Careless Driving (per PAR)	7/23/2021		10:00 PM	1958706	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	01001 HERMISTON AVE			45.8	Darkness - with street lights		-119	8.67	Straight Roadway	Dry	OR 207	293_21897		00561	- W 11TH ST	2	Traffic Signals			1		0 0	Clear
Angle	Disregarded traffic signal	1/8/2022	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian	04:00 PM	1986299	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Daylight		-119	4.84	Intersection	Dry	US 395	293 14017		00022	- ELM AVE	1	Traffic Signals			1	0	0 0	Clear
Turning Movement	Careless Driving (per PAR)	2/6/2022		11:00 AM	1963727	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury (B)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Daylight		-119	4.84	Intersection	Dry	US 395	293_14017		00095	- ELM AVE	2	Traffic Signals			1	0	0 0	Clear
Rear-End	Followed too closely	1/20/2022	Other (phantom) non-contact vehicle	02:00 PM	1986594	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Daylight		-119	4.84	Intersection	Dry	US 395	293_14017		00053	- ELM AVE	1	Traffic Signals			1	0	0 0	Clear
Non-collision	Inadequate or no brakes	5/14/2021	Cut slope or ditch embankment	08:00 AM	1935319	Non-Fatal Injury	Other non-collision	Suspected Minor Injury (B)	County Police - Report received	08717 W 17TH ST	3	3-LEG	45.8	Daylight		-119		Intersection	Dry		40_30005854		00341	HIGHLAND AVE EXT	1	Stop Sign			1	0	0 0	Cloudy
Sideswipe - Overtaking	Inattention	11/13/2021		11:00 PM	1958497	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	02201 SPRUCE ST			45.8	Darkness - no street lights		-119		Straight Roadway	Wet		40_30003122		00916	JENNIE AVE	2	Unknown or not definite			1		0 0	Cloudy
Angle	Disregarded traffic signal	12/1/2021		06:00 AM	1946559	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	06001 1ST PL	1	CROSS	45.8	Darkness - no street lights		-119		Intersection	Dry		40_30006493		00987	HERMISTON AVE	2	Traffic Signals			1	0	0 0	Cloudy
Angle	Careless Driving (per PAR)	10/20/2021		11:00 AM	1956467	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received				45.8	Daylight		-119	8.18	Driveway or Alley	Dry	OR 207	293_11223		00817	- ELM AVE	2	Stop Sign			1	0	0 0	Clear
Rear-End	Followed too closely	2/13/2021		11:00 AM	1957723	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	01003 HIGHLAND AVE			45.8	Daylight		-119	8.66	Straight Roadway	Ice	OR 207	293_10421		00113	- W 11TH ST	2	Traffic Signals			1	0	0 0	Snow
Rear-End	Careless Driving (per PAR)	6/11/2021		12:00 PM	1958595	Property Damage Only	From same direction-all others, including parking	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001 1ST ST			45.8	Daylight		-119		Driveway or Alley	Dry		40_30004504		00436	CATHERINE AVE	2	Unknown or not definite			1	0	0 0	Clear
Rear-End	Careless Driving (per PAR)	11/22/2021		05:00 PM	1936638	Non-Fatal Injury	From same direction - both going straight	Possible Injury Crash (C)	City Police - Report received	01501 MADRONA AVE			45.8	Darkness - with street lights		-119	8.61	Straight Roadway	Wet	OR 207	293 14583		00956	- W 11TH ST	2	No control			1	0	0 0	Fog
Rear-End	Followed too closely	7/22/2021		08:00 AM	1958819	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	County Police - Report received				45.9	Daylight		-119		Straight Roadway	Dry		40_30005115		00554	COLUMBIA DR(HERMISTN)	2	Unknown or not definite			1	0	0	Clear
Rear-End	Careless Driving (per PAR)	11/2/2021		12:00 PM	1958476	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	01201 JENNIE AVE			45.8	Daylight		-119		Straight Roadway	Dry		40_30002483		00880	E 4TH ST	2	No control			1	0	0 0	Clear
Rear-End	Physical illness	11/11/2021	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian	12:00 PM	1936613	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	01004 HARTLEY AVE			45.8	Daylight		-119	8.49	Straight Roadway	Wet	OR 207	293_13683		00915	- W 11TH ST	1	No control			1	0	0 0	Rain
Angle	Passed stop sign or red flasher	5/8/2021	Overturned after first harmful event	09:00 PM	1936575	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	01001 HERMISTON AVE	1	CROSS	45.8	Darkness - with street lights		-119		Intersection	Dry		40_30003049		00331	BUTTE DR	2	Stop Sign			1	0	0 0	Clear
Turning Movement	Careless Driving (per PAR)	6/18/2021		04:00 PM	1936539	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	00902 GLADYS AVE			45.8	Daylight		-119		Driveway or Alley	Dry		40_30000820		00465	E 3RD ST	2	No control			1		0 0	Clear
Turning Movement	Disregarded traffic signal	9/11/2022		09:00 AM	1976513	Non-Fatal Injury	From opposite direction-one left turn,one straight	Suspected Minor Injury (B)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Daylight		-119	4.84	Intersection	Dry	US 395	293_14017		00763	- ELM AVE	1	Traffic Signals			1	0	0 0	Clear
Turning Movement	Careless Driving (per PAR)	10/22/2021		10:00 AM	1956455	Property Damage Only	From opposite direction-one left turn,one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	01506 MCNARY ST	3	3-LEG	45.8	Daylight		-119	6.93	Intersection	Wet	OR 207	293_10416		00821	- ELM AVE	2	Unknown or not definite			1	0	0 0	Rain
Backing	Other improper driving	9/13/2021		11:00 AM	1956331	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	06810 NW 10TH PL			45.8	Daylight		-119		Straight Roadway	Dry		40_30006388		00701	HERMISTON AVE	2	Unknown or not definite			1		0 0	Clear
Rear-End	Careless Driving (per PAR)	7/10/2021		09:00 PM	1936470	Non-Fatal Injury	Parked motor vehicle	Suspected Minor Injury (B)	City Police - Report received	08710 W 10TH ST			45.8	Darkness - no street lights		-119		Straight Roadway	Dry		40_30004487		00526	HERMISTON AVE	2	No control			1		0 0	Clear
Turning Movement	Made improper turn	5/18/2021		04:00 PM	1936580	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury (B)	County Police - Report received	06001 1ST PL	3	3-LEG	45.9	Daylight		-119		Intersection	Dry		40_30002530		00354	HARPER RD	2	No control			1	0	0 0	Clear
Rear-End	Careless Driving (per PAR)	10/12/2021	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian	04:00 PM	1936702	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	01003 HIGHLAND AVE			45.8	Daylight		-119	8.65	Straight Roadway	Dry	OR 207	293_10421		00794	- W 11TH ST	3	No control			1	0	0 0	Clear
Angle	Inattention	11/2/2021		02:00 PM	1936587	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	State Police - Report received.	08310 E 10TH ST	1	CROSS	45.8	Daylight		-119	6.05	Intersection	Dry	OR 207	293_16078		00877	- ELM AVE	2	Stop Sign			1	0	0 0	Clear
Turning Movement	Did not yield right-of-way	4/10/2022		10:00 PM	1984528	Property Damage Only	From opposite direction-all others incl. parking	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Daylight		-119	4.84	Intersection	Dry	US 395	293_14017		00298	- ELM AVE	2	Traffic Signals			1	0	0 0	Clear
Head-On	Inattention	5/13/2021		04:00 PM	1934586	Non-Fatal Injury	From opposite direction - both going straight	Suspected Minor Injury (B)	County Police - Report received	01238 SW 23RD ST			45.8	Daylight		-119		Straight Roadway	Dry		40_30005106		00339	HIGHLAND RD	2	Unknown or not definite			1		0 0	Clear
Turning Movement	Disregarded traffic signal	4/1/2021		04:00 PM	1920068	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Daylight		-119	4.84	Intersection	Dry	US 395	293 14017		00484	- ELM AVE	2	Left Turn Green Arrow, Lane Markings, or Signal			1	0	0 0	Clear
Sideswipe - Overtaking	Failed to avoid vehicle ahead	12/25/2021		12:00 PM	1959938	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	00121 PRICKLY PEAR DR			45.9	Daylight		-119		Straight Roadway	Dry		40_300001006		01069	NW EUCALYPTUS DR	2	Unknown or not definite			1		0 0	Cloudy
Rear-End	Careless Driving (per PAR)	3/17/2021		04:00 PM	1957870	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	01004 HARTLEY AVE			45.8	Daylight		-119	8.49	Straight Roadway	Dry	OR 207	293_13683		00192	- W 11TH ST	2	Unknown or not definite			1		0 0	Clear
Turning Movement	Did not yield right-of-way	2/3/2021		08:00 PM	1957686	Property Damage Only	From opposite direction-all others incl. parking	No Apparent Injury/PDO Crash (O)	City Police - Report received	06001 1ST PL	1	CROSS	45.8	Darkness - with street lights		-119	4.84	Intersection	Dry	US 395	293_14017		00074	- ELM AVE	2	Traffic Signals			1	0	0 0	Clear
Angle	Inattention	8/10/2021		08:00 PM	1956675	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08707 W 7TH ST	1	CROSS	45.8	Daylight		-119		Intersection	Dry		40_30002405		00613	HIGHLAND AVE	2	Flashing Beacon - Red (Stop)			1	0	0 0	Clear
Rear-End	Careless Driving (per PAR)	6/13/2021	Pedestrian indirectly involved (not struck)	12:00 PM	1936530	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	08707 W 7TH ST			45.8	Daylight		-119	7.77	Straight Roadway	Dry	OR 207	293_17234		00441	- ELM AVE	2	No control			1		0 0	Clear
Rear-End	Reckless Driving (per PAR)	9/25/2021		09:00 PM	1936788	Non-Fatal Injury	Parked motor vehicle	Possible Injury Crash (C)	City Police - Report received	06708 W 8TH PL			45.8	Darkness - with street lights		-119		Straight Roadway	Dry		40_30005743		00735	ORCHARD AVE	2	No control			1		0 0	Clear
Rear-End	Careless Driving (per PAR)	11/9/2021	Pedestrian indirectly involved (not struck)	02:00 PM	1936603	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Daylight		-119	4.84	Intersection	Dry	US 395	293_14017		00907	- ELM AVE	1	Traffic Signals			1	0	0 0	Clear
Miscellaneous	Other (not improper driving)	4/20/2021	Stock: cow, calf, bull, steer, sheep, etc.	10:00 PM	1948259	Property Damage Only	Animal	No Apparent Injury/PDO Crash (O)	City Police - Report received				45.8	Darkness - no street lights		-119	0.98	Straight Roadway	Dry		40_30003697		00288	ORCHARD AVE EXT	1	Unknown or not definite			1		0 0	Clear
Turning Movement	Made improper turn	7/11/2021		12:00 PM	1958668	Property Damage Only	From opposite direction-all others incl. parking	No Apparent Injury/PDO Crash (O)	City Police - Report received	00701 ELM AVE	1	CROSS	45.8	Daylight		-119	4.84	Intersection	Dry	US 395	293 14017		00527	- 1ST ST	2	Traffic Signals			1	0	0 0	Clear
Turning Movement	Reckless Driving (per PAR)	1/2/2021		02:00 PM	1920053	Non-Fatal Injury	Entering at angle - one vehicle stopped	Suspected Minor Injury (B)	On Scene - No report received	06001 1ST PL	1	CROSS	45.8	Daylight		-119	7.42	Intersection	Dry	OR 207	293_12702		00002	- ELM AVE	1	Traffic Signals			1	0	0	Clear
Turning Movement	Careless Driving (per PAR)	6/14/2021		12:00 PM	1958603	Property Damage Only	From opposite direction-one left turn,one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	08304 E 4TH ST	1	CROSS	45.8	Daylight		-119	6.81	Intersection	Dry	OR 207	293_17233		00451	- ELM AVE	2	Traffic Signals			1	0	0 0	Clear
Rear-End	Followed too closely	6/10/2021		01:00 PM	1958584	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	On Scene - No report received	08001 1ST ST			45.8	Daylight		-119		Straight Roadway	Dry		40_30000840		00433	BEECH AVE	2	Stop Sign			1	0	0 0	Clear
Fixed Object or Other Object	Too fast for conditions (not exceed posted speed)	3/21/2021	Bridge railing or parapet (on bridge or approach)	05:00 AM	1953423	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	County Police - Report received				45.8	Dawn (Twilight)		-119	25.1	Bridge Structure	Dry		40_30001548		00202	DESPAIN GULCH RD	1	Unknown or not definite			1		0 0	Clear
Angle	Careless Driving (per PAR)	9/28/2021		10:00 AM	1955189	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08304 E 4TH ST	1	CROSS	45.8	Daylight		-119		Intersection	Dry		40_30004964		00755	NEWPORT AVE	2	Stop Sign			1	0	0 0	Clear
Rear-End	Inattention	8/31/2021		Unknown	1956800	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	Not Investigated by Police				45.9	Daylight		-119	0.54	Straight Roadway	Dry		40_30005748		00663	HARPER RD A	2	Stop Sign			1		0	Clear
Angle	Careless Driving (per PAR)	9/28/2021		05:00 PM	1936810	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury (B)	City Police - Report received	08304 E 4TH ST	1	CROSS	45.9	Daylight		-119		Intersection	Dry		40_30005018		00751	THEATER LN	2	Stop Sign			1	0	0 0	Clear
Turning Movement	Careless Driving (per PAR)	1/18/2021		12:00 PM	1957683	Property Damage Only	From opposite direction-one left turn,one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	01406 LINDA AVE			45.8	Daylight		-119	8.29	Straight Roadway	Dry	OR 207	293 13682		00073	- W 11TH ST	2	Unknown or not definite			1		0 0	Clear
Rear-End	Careless Driving (per PAR)	11/3/2021		03:00 PM	1959585	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	00601 DIAGONAL BLVD			45.8	Daylight		-119		Straight Roadway	Dry		40_300008408		00885	E 10TH ST	2	Unknown or not definite			1		0 0	Cloudy
Rear-End	Failed to avoid vehicle ahead	11/16/2021	Pedestrian indirectly involved (not struck)	07:00 AM	1958859	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	08710 W 10TH ST	3	3-LEG	45.8	Daylight		-119		Intersection	Dry		40_30004487		00930	HERMISTON AVE	2	Stop Sign			1	0	0 0	Clear
Turning Movement	Careless Driving (per PAR)	6/29/2021		03:00 PM	1936560	Non-Fatal Injury	From opposite direction-one left turn,one straight	Possible Injury Crash (C)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Darkness - with street lights		-119	4.84	Intersection	Dry	US 395	293_14017		00490	- ELM AVE	2	Traffic Signals			1	0	0 0	Clear
Turning Movement	Did not yield right-of-way	4/14/2021		04:00 AM	1956227	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	On Scene - No report received	01250 PUNKIN CENTER RD	1	CROSS	45.8	Daylight		-119	0.3	Intersection	Dry		40_30004935		00266	GEER RD	2	Stop Sign			1	0	0 0	Clear
Angle	Did not yield right-of-way	1/5/2021		07:00 AM	1920071	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08706 W 6TH ST	1	CROSS	45.8	Darkness - no street lights		-119		Intersection	Dry		40_30002410		00012	RIDGEWAY AVE	2	Stop Sign			1	0	0 0	Clear
Rear-End	Inattention	10/13/2021	Pedestrian indirectly involved (not struck)	03:00 PM	1956477	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	Not Investigated by Police	08310 E 10TH ST			45.8	Daylight		-119		Straight Roadway	Dry		40_30004105		00798	NEWPORT AVE	2	Stop Sign			1		0	Clear
Turning Movement	Reckless Driving (per PAR)	7/28/2021		08:00 AM	1936511	Non-Fatal Injury	From opposite direction-one left turn,one straight	Suspected Minor Injury (B)	City Police - Report received	08304 E 4TH ST	1	CROSS	45.8	Daylight		-119		Intersection	Dry		40_30000823		00570	MAIN ST	1	Traffic Signals			1	0	0 0	Clear
Head-On	Careless Driving (per PAR)	3/29/2021	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian	11:00 AM	1957962	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	08304 E 4TH ST			45.8	Daylight		-119		Straight Roadway	Dry		40_30004691		00241	HURLBURT AVE	2	Unknown or not definite			1		0 0	Clear
Angle	Disregarded traffic signal	1/2/2021		05:00 PM	1957466	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO

CRASH_TYPE_LONG_DESC	CRASH_CAUSE_1_LONG_DESC	CRASH_DT	CRASH_DAY_OF_WEEK_DESC	CRASH_HR_LONG_DESC	CRASH_ID	CRASH_TYPE_LONG_DESC	INVSTG_AGY_LONG_DESC	EXCT_AGY_DESC	EXCT_TYP	EXCT_TYP_SHORT_D	LGT_COND_LONG_DESC	AT_DD	MANNER_COD_DESC	MP_NO	RD_CHAR_LONG_DESC	RD_SURF_LONG_DESC	RTE_NM	REF_MRK_ID	REF_PT_1_MS_MEAS	REF_NO	RT_FULL_NM	DIST_VHCL_TRVD_F	CRASH_CONF_LVR_VEHC_LONG_DESC	UNLOCT_FLG	WRK_ZON_IND	WTR_CND_LONG_DESC
Angle	Passed stop sign or red flasher	4/30/2019		04:00 PM	1863292	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	County Police - Report received	08310 E 10TH ST	1	CROSS	45.8	Daylight	-119	6.05	Intersection	Dry	OR 207	293_16078		00327 - ELM AVE	2	Stop Sign	1	0	0	Clear
Turning Movement	Careless Driving (per PAR)	10/10/2019		08:00 AM	1842055	Non-Fatal Injury	From opposite direction-one left turn,one straight	Possible Injury Crash (C)	City Police - Report received	01005 HURLBURT AVE			45.8	Daylight	-119		Driveway or Alley	Dry		40_30002994		00793 E 4TH ST	1	Unknown or not definite	1		0	0	Clear
Rear-End	Followed too closely	8/10/2019		12:00 PM	1838485	Non-Fatal Injury	From same direction - both going straight	Suspected Minor Injury Crash (B)	City Police - Report received	08711 W 11TH ST	3	3-LEG	45.8	Daylight	-119	8.49	Straight Roadway	Dry	OR 207	293_13683		00606 - HARTLEY AVE	2	Unknown or not definite	1		0	0	Clear
Turning Movement	Careless Driving (per PAR)	6/8/2022		05:00 PM	1984771	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Daylight	-119	4.89	Intersection	Dry	US 395	293_14018		00452 - DOGWOOD AVE	2	Stop Sign	1	0	0	0	Clear
Rear-End	Too fast for conditions (not exceed posted speed)	2/27/2019	At or on railroad right-of-way (not Light Rail)	06:00 PM	1839847	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	06001 1ST PL			45.8	Darkness - with street lights	-119	7.41	Intersection	Snow	OR 207	293_14580		00182 - ELM AVE	2	Flashing Lights with Drop-Arm Gates	1	0	0	0	Snow
Angle	Too fast for conditions (not exceed posted speed)	2/4/2019	Sliding or swerving due to wet, icy, slippery or loose surface (not gravel)	01:00 PM	1859320	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08707 W 7TH ST	1	CROSS	45.8	Daylight	-119	7.57	Intersection	Snow	OR 207	293_16079		00092 - ELM AVE	2	Stop Sign	1	0	0	0	Snow
Angle	Careless Driving (per PAR)	6/2/2022		03:00 PM	1971868	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Daylight	-119	4.89	Intersection	Dry	US 395	293_14018		00432 - DOGWOOD AVE	2	Stop Sign	1	0	0	0	Cloudy
Rear-End	Followed too closely	1/19/2021		03:00 PM	1957671	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	00603 DOGWOOD AVE	1	CROSS	45.8	Daylight	-119	4.89	Intersection	Dry	US 395	293_14018		00065 - 1ST ST	2	Traffic Signals	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	7/19/2019		08:00 PM	1861809	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	00205 W JOHNS AVE			45.8	Dusk (Twilight)	-119		Straight Roadway	Dry		40_30003494		00548 W 7TH ST	2	No control	1		0	0	Clear
Rear-End	Other improper driving	6/30/2019		03:00 AM	1841431	Non-Fatal Injury	Parked motor vehicle	Suspected Minor Injury Crash (B)	City Police - Report received	08304 E 4TH ST			45.8	Darkness - no street lights	-119		Straight Roadway	Wet		40_30000494		00507 HIGHLAND AVE	2	No control	1		0	0	Cloudy
Rear-End	Careless Driving (per PAR)	12/20/2019		05:00 PM	1838992	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	08707 W 7TH ST	1	CROSS	45.8	Darkness - with street lights	-119		Straight Roadway	Dry		40_30004894		01031 ORCHARD AVE	2	Stop Sign	1	0	0	0	Clear
Head-On	Careless Driving (per PAR)	4/2/2019		03:00 PM	1827949	Non-Fatal Injury	From opposite direction - both going straight	Suspected Minor Injury Crash (B)	City Police - Report received	08710 W 10TH ST			45.8	Daylight	-119		Straight Roadway	Dry		40_30001903		00256 HIGHLAND AVE	2	No control	1		0	0	Clear
Angle	Careless Driving (per PAR)	12/19/2019	Teenage driver in violation of graduated license pgm	01:00 PM	1838981	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Daylight	-119	4.89	Intersection	Wet	US 395	293_14018		01025 - DOGWOOD AVE	2	Stop Sign	1	0	0	0	Rain
Turning Movement	Careless Driving (per PAR)	10/31/2019		01:00 PM	1862603	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08703 W 3RD ST	3	3-LEG	45.8	Daylight	-119	7.48	Intersection	Dry	OR 207	293_12702		00848 - HERMISTON AVE	2	Stop Sign	1	0	0	0	Clear
Angle	Careless Driving (per PAR)	5/9/2019		07:00 AM	1840395	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Daylight	-119	4.89	Intersection	Dry	US 395	293_14018		00358 - DOGWOOD AVE	2	Stop Sign	1	0	0	0	Clear
Turning Movement	Did not yield right-of-way	9/10/2019		07:00 AM	1859004	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001 1ST ST			45.8	Daylight	-119	7.09	Driveway or Alley	Wet	OR 207	293_8784		00695 - ELM AVE	2	Unknown or not definite	1		0	0	Rain
Rear-End	Careless Driving (per PAR)	6/12/2018		06:00 PM	1781944	Non-Fatal Injury	From same direction - one turn, one straight	Suspected Minor Injury Crash (B)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Daylight	-119	4.89	Intersection	Dry	US 395	293_14018		00409 - DOGWOOD AVE	2	Stop Sign	1	0	0	0	Clear
Turning Movement	Careless Driving (per PAR)	11/26/2018	Vehicle obscured view	12:00 PM	1815660	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Daylight	-119	4.89	Intersection	Wet	US 395	293_14018		00898 - DOGWOOD AVE	2	Stop Sign	1	0	0	0	Rain
Turning movement	Did not yield right-of-way	6/17/2017		07:00 PM	1719142	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Daylight	-119	4.89	Intersection	Dry	US 395	293_14018	0	00551 - DOGWOOD AVE	2	Stop Sign	1	0	0	0	Clear
Turning Movement	Did not yield right-of-way	4/19/2019		05:00 PM	1843421	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	01007 HEMLOCK AVE	3	4-LEG	45.8	Daylight	-119		Intersection	Dry		40_30007768		00297 CEDAR DR	1	No control	1		0	0	Clear
Fixed Object or Other Object	Careless Driving (per PAR)	10/9/2019	Sliding or swerving due to wet, icy, slippery or loose surface (not gravel)	01:00 PM	1862338	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	City Police - Report received	08711 W 11TH ST			45.8	Daylight	-119		Driveway or Alley	Dry		40_30003977		00783 ELM AVE	1	No control	1		0	0	Clear
Turning movement	Did not yield right-of-way	8/2/2017		05:00 PM	1750104	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	State Police - Report received.	08001 1ST ST	1	CROSS	45.8	Daylight	-119	4.89	Intersection	Dry	US 395	293_14018	0	00712 - DOGWOOD AVE	2	Stop Sign	1	0	0	0	Clear
Rear-End	Reckless Driving (per PAR)	4/13/2019		08:00 PM	1828006	Non-Fatal Injury	From same direction - both going straight	Possible Injury Crash (C)	City Police - Report received	08707 W 7TH ST	3	3-LEG	45.8	Darkness - with street lights	-119		Intersection	Dry		40_30003049		00292 HERMISTON AVE	2	Stop Sign	1	0	0	0	Clear
Angle	Inattention	10/25/2019		01:00 PM	1842260	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	State Police - Report received.	08310 E 10TH ST	1	CROSS	45.8	Daylight	-119	6.05	Intersection	Dry	OR 207	293_16078		00841 - ELM AVE	2	Stop Sign	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	2/1/2019		05:00 PM	1828248	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	01406 LINDA AVE			45.8	Darkness - with street lights	-119	8.32	Straight Roadway	Wet	OR 207	293_12703		00064 - W 11TH ST	2	No control	1		0	0	Rain
Sideswipe - Overtaking	Careless Driving (per PAR)	8/27/2019		04:00 PM	1859133	Non-Fatal Injury	Parked motor vehicle	Suspected Minor Injury Crash (B)	City Police - Report received	08704 W 4TH ST			45.8	Daylight	-119		Straight Roadway	Dry		40_30002412		00660 RIDGEWAY AVE	2	No control	1		0	0	Clear
Rear-End	Inattention	9/13/2022		12:00 PM	1983483	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	00603 DOGWOOD AVE			45.8	Daylight	-119	4.9	Straight Roadway	Dry	US 395	293_14018		00775 - 1ST ST	2	Traffic Signals	1		0	0	Clear
Fixed Object or Other Object	Reckless Driving (per PAR)	11/25/2019	Curb (also narrow sidewalks on bridges)	10:00 PM	1863185	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	City Police - Report received	08310 E 10TH ST	3	3-LEG	45.8	Darkness - no street lights	-119		Intersection	Dry		40_30004105		00927 NEWPORT AVE	1	No control	1	0	0	0	Clear
Angle	Careless Driving (per PAR)	8/15/2019		02:00 PM	1858922	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08307 E 7TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30005131		00617 NEWPORT AVE	2	Stop Sign	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	8/28/2019		06:00 PM	1859101	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	06001 1ST PL	3	3-LEG	45.9	Daylight	-119		Intersection	Dry		40_30002530		00653 HARPER RD	2	No control	1		0	0	Clear
Fixed Object or Other Object	Other improper driving	2/5/2019	Sliding or swerving due to wet, icy, slippery or loose surface (not gravel)	08:00 AM	1864358	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	Not Investigated by Police	08309 E 9TH ST			45.8	Daylight	-119		Straight Roadway	Ice		40_30004535		00106 KENNEDY AVE	1	Unknown or not definite	1		0	0	Snow
Turning Movement	Failed to avoid vehicle ahead	12/5/2019		02:00 PM	1838780	Non-Fatal Injury	From same direction - one turn, one straight	Possible Injury Crash (C)	City Police - Report received	01801 ORCHARD AVE			45.8	Darkness - with street lights	-119	8.4	Driveway or Alley	Dry	OR 207	293_11227		00969 - W 11TH ST	2	No control	1		0	0	Cloudy
Fixed Object or Other Object	Too fast for conditions (not exceed posted speed)	2/7/2019	Other (phantom) non-contact vehicle	08:00 PM	1859440	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	County Police - Report received				45.9	Darkness - no street lights	-119	1.67	Driveway or Alley	Ice		40_30005113		00111 PUNKIN CENTER RD	1	No control	1		0	0	Snow
Rear-End	Inattention	4/20/2019	Cell phone (on PAR or driver in use)	03:00 PM	1863419	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	08707 W 7TH ST	3	3-LEG	45.8	Daylight	-119	7.57	Intersection	Dry	OR 207	293_16079		00298 - ELM AVE	2	No control	1	0	0	0	Clear
Angle	Passed stop sign or red flasher	5/31/2019		05:00 PM	1860793	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received	08710 W 10TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30004025		00405 W JOSEPH ST	2	Stop Sign	1	0	0	0	Clear
Turning Movement	Too fast for conditions (not exceed posted speed)	3/31/2019	Curb (also narrow sidewalks on bridges)	01:00 PM	1860455	Property Damage Only	From opposite direction-one left turn,one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	08710 W 10TH ST	3	3-LEG	45.8	Daylight	-119		Intersection	Dry		40_30004487		00264 HERMISTON AVE	2	No control	1	0	0	0	Clear
Turning Movement	Too fast for conditions (not exceed posted speed)	2/25/2019	Sliding or swerving due to wet, icy, slippery or loose surface (not gravel)	09:00 AM	1842717	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08001 S 1ST ST	3	3-LEG	45.8	Daylight	-119		Intersection	Ice		40_30180306		00224 E MCKINNEY AVE	2	Stop Sign	1	0	0	0	Snow
Rear-End	Failed to avoid vehicle ahead	6/20/2019		01:00 PM	1861168	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	06001 1ST PL	1	CROSS	45.8	Daylight	-119	7.42	Intersection	Dry	OR 207	293_12702		00484 - ELM AVE	2	Traffic Signals	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	4/1/2017	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian	01:00 PM	1718782	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	00603 DOGWOOD AVE			45.8	Daylight	-119	4.9	Straight Roadway	Dry	US 395	293_14018	58.6	00335 - 1ST ST	3	Unknown or not definite	1		0	0	Cloudy
Rear-End	Careless Driving (per PAR)	6/26/2017	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian	01:00 PM	1749843	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	On Scene - No report received	00603 DOGWOOD AVE			45.8	Daylight	-119	4.91	Straight Roadway	Dry	US 395	293_14018	117	00587 - 1ST ST	2	Unknown or not definite	1		0	0	Clear
Rear-End	Inattention	2/24/2019		03:00 PM	1859753	Property Damage Only	From same direction - one turn, one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001 1ST ST			45.8	Daylight	-119		Intersection	Wet		40_30002701		00166 GLADYS AVE	1	No control	1	0	0	0	Clear
Angle	Passed stop sign or red flasher	8/17/2019		12:00 PM	1858970	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08304 E 4TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30005363		00630 HURLBURT AVE	2	Stop Sign	1	0	0	0	Clear
Pedestrian	Non-motorist not visible; non-reflective clothing	12/7/2019	"Sub-Ped": pedestrian injured subsequent to collision, etc.	05:00 PM	1838796	Non-Fatal Injury	Pedestrian	Suspected Minor Injury Crash (B)	City Police - Report received	08711 W 11TH ST	1	CROSS	45.8	Darkness - with street lights	-119	8.68	Intersection	Dry	OR 207	293_8785		00971 - HIGHLAND AVE	1	Traffic Signals	1	0	0	0	Clear
Backing	Other improper driving	9/4/2019		04:00 PM	1858947	Property Damage Only	From opposite direction-all others incl. parking	No Apparent Injury/PDO Crash (O)	Not Investigated by Police	00151 SW DESERT OAK DR			45.8	Daylight	-119		Straight Roadway	Dry		40_30007298		00684 W JOSEPH ST	2	Unknown or not definite	1		0	0	Clear
Rear-End	Careless Driving (per PAR)	10/4/2019		01:00 PM	1862301	Property Damage Only	From same direction - one turn, one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001 1ST ST	3	3-LEG	45.9	Daylight	-119		Intersection	Dry		40_30002530		00763 HARPER RD	1	No control	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	9/10/2019		05:00 PM	1842409	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	01004 HARTLEY AVE			45.8	Daylight	-119	8.49	Straight Roadway	Dry	OR 207	293_13683		00696 - W 11TH ST	2	No control	1		0	0	Clear
Backing	Inattention	11/11/2019		09:00 AM	1863256	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	00118 EVELYN AVE			45.8	Daylight	-119		Driveway or Alley	Dry		40_30001262		00942 E 8TH PL	2	No control	1		0	0	Fog
Angle	Too fast for conditions (not exceed posted speed)	2/4/2019	Sliding or swerving due to wet, icy, slippery or loose surface (not gravel)	12:00 PM	1858200	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08717 W 17TH ST	3	3-LEG	45.8	Daylight	-119		Intersection	Ice		40_30005854		00086 HIGHLAND AVE EXT	2	Stop Sign	1	0	0	0	Snow
Pedestrian	Non-motorist not visible; non-reflective clothing	2/1/2019		06:00 AM	1963704	Suspected Minor Injury	Pedestrian	Suspected Minor Injury Crash (B)	City Police - Report received	00405 CHERRY AVE			45.8	Darkness - no street lights	-119	4.92	Straight Roadway	Dry	US 395	293_14018		00082 - 1ST ST	1	Unknown or not definite	1		0	0	Clear
Sideswipe - Overtaking	Careless Driving (per PAR)	9/15/2019		02:00 AM	1842472	Non-Fatal Injury	From same direction-all others, including parking	Possible Injury Crash (C)	City Police - Report received	06707 W 7TH PL			45.8	Darkness - with street lights	-119		Straight Roadway	Dry		40_30005745		00712 ORCHARD AVE	2	No control	1		0	0	Clear
Rear-End	Followed too closely	2/18/2022		08:00 PM	1983437	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	00405 CHERRY AVE			45.8	Darkness - no street lights	-119	4.94	Straight Roadway	Dry	US 395	293_15581		00131 - 1ST ST	2	Unknown or not definite	1		0	0	Clear
Rear-End	Inattention	11/6/2017		12:00 PM	1727979	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	08001 1ST ST			45.8	Daylight	-119	4.97	Straight Roadway	Dry	US 395	293_15581	197	00993 - BEECH AVE	2	Unknown or not definite	1		0	0	Clear
Fixed Object or Other Object	Physical illness	8/5/2019	Curb (also narrow sidewalks on bridges)	02:00 PM	1858787	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	City Police - Report received	08711 W 11TH ST			45.8	Daylight	-119	7.91	Driveway or Alley	Dry	OR 207	293_17234		00590 - ELM AVE	1	Stop Sign	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	12/1/2021		05:00 PM	1936417	Non-Fatal Injury	From same direction - one stopped	Suspected Minor Injury Crash (B)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Darkness - with street lights	-119	4.98	Intersection	Dry	US 395	293_15581		00989 - BEECH AVE	2	Traffic Signals	1	0	0	0	Clear
Angle	Careless Driving (per PAR)	8/22/2022		10:00 PM	1967762	Non-Fatal Injury	Entering at angle - all others	Suspected Serious Injury (A)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Darkness - with street lights	-119	5.46	Intersection	Dry	US 395	293_19690		00596 - MAIN ST	2	Traffic Signals	1	0	0	0	Clear
Sideswipe - Overtaking	Inattention	4/18/2019	Other (phantom) non-contact vehicle	04:00 PM	1837690	Non-Fatal Injury	From same direction - both going straight	Possible Injury Crash (C)	State Police - Report received.	08304 E 4TH ST	3	3-LEG	45.9	Daylight	-119		Intersection	Dry		40_30003510		00309 ASPEN DR	2	Stop Sign	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	1/17/2019		03:00 PM	1841525	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Daylight	-119	4.98	Intersection	Dry	US 395	293_15581		00865 - BEECH AVE	2	Unknown or not definite	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	1/22/2019	Cell phone (on PAR or driver in use)	08:00 AM	1840012	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	08302 E 2ND ST			45.8	Daylight	-119		Straight Roadway	Dry		40_30000196		00043 HURLBURT AVE	2	No control	1		0	0	Clear
Rear-End	Careless Driving (per PAR)	10/7/2019		08:00 AM	1842009	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	01003 HIGHLAND AVE			45.8	Daylight	-119	8.58	Straight Roadway	Dry	OR 207	293_10421		00773 - W 11TH ST	3	No control	1		0	0	Clear
Fixed Object or Other Object	Reckless Driving (per PAR)	4/18/2019	Other sign, including street signs	05:00 PM	1858557	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	City Police - Report received	00119 MINNEHAHA RD			45.8	Daylight	-119	9.69	Driveway or Alley	Dry	OR 207	293_13684		00295 - W 11TH ST	1	No control	1		0	0	Clear
Turning Movement	Careless Driving (per PAR)	6/24/2018	Vehicle obscured view	02:00 PM	1781995	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	On Scene - No report received	08001 1ST ST	1	CROSS	45.8	Daylight	-119	4.98	Intersection	Dry	US 395	293_15581		00443 - BEECH AVE	2	Stop Sign	1	0	0	0	Clear
Turning movement	Did not yield right-of-way	6/2/2017		04:00 PM	1749660	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Daylight	-119	4.98	Intersection	Dry	US 395	293_15581	246	00496 - BEECH AVE	2	Stop Sign	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	5/21/2021	Distracted by navigation system or GPS device	11:00 AM	1936584	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	00203 BEECH AVE			45.8	Daylight	-119	4.99	Straight Roadway	Dry	US 395	293_16665		00366 - 1ST ST	2	No control	1		0	0	Clear
Turning Movement	Careless Driving (per PAR)	12/5/2019		04:00 PM	1868066	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001 1ST ST			45.8	Dusk (Twilight)	-119	7	Driveway or Alley	Dry	OR 207	293_10416		00968 - ELM AVE	2	Stop Sign	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	5/30/2017		03:00 PM	1749892	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001 1ST ST			45.8	Daylight	-119	4.99	Straight Roadway	Dry	US 395	293_16665	48.7	00486 - BEECH AVE	2	Unknown or not definite	1		0	0	Cloudy
Angle	Did not yield right-of-way	5/8/2019		05:00 PM	1840385	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08310 E 10TH ST	1	CROSS	45.8	Daylight	-119	6.05	Intersection	Dry	OR 207	293_16078		00353 - ELM AVE	2	Stop Sign	1	0	0	0	Clear
Angle	Passed stop sign or red flasher	11/4/2019		11:00 AM	1862911	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001 S 1ST ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30000945		00857 W HURLBURT AVE	2	Stop Sign	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	1/17/2019		04:00 PM	1857224	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	08711 W 11TH ST	3	3-LEG	45.8	Daylight	-119	8.47	Intersection	Dry	OR 207	293_13683		00027 - HARTLEY AVE	1		0	0	0	Clear
Rear-End	Careless Driving (per PAR)	2/23/2018		02:00 PM	1803704	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	00203 BEECH AVE			45.8	Daylight	-119	5	Straight Roadway	Dry	US 395	293_16665		00141 - 1ST ST	2	No control	1		0	0	Cloudy
Angle	Careless Driving (per PAR)	11/3/2019	Vehicle obscured view	12:00 PM	1841474	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08709 W 9TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30002122		00854 HIGHLAND AVE	2	Stop Sign	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	2/15/2018		12:00 PM	1775210	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	08001 1ST ST			45.8	Daylight	-119	5.02	Straight Roadway	Dry	US 395	293_16665		00111 - BEEBE AVE	2	No control	1		0	0	Clear
Turning Movement	View obscured	8/30/2021		03:00 PM	1946471	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	00202 BEEBE AVE	1	CROSS	45.8	Daylight	-119	5.03	Intersection	Dry	US 395	293_16665		00655 - 1ST ST	2	Stop Sign	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	8/22/2019	Pedestrian indirectly involved (not struck)	03:00 PM	1859018	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	08302 E 2ND ST			45.8	Daylight	-119		Straight Roadway	Dry		40_30001979		00638 HURLBURT AVE	2	No control	1		0	0	Clear
Turning Movement	Too fast for conditions (not exceed posted speed)	5/19/2021		01:00 PM	1950205	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	00202 BEEBE AVE	1	CROSS	45.8	Daylight	-119	5.03	Intersection	Dry	US 395	293_16665		00359 - 1ST ST	2	Stop Sign	1	0	0	0	Clear
Turning Movement	Followed too closely	3/26/2019		11:00 AM	1860430	Property Damage Only	From same direction - one turn, one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001 1ST ST	1	CROSS	45.8	Daylight	-119	5.03	Intersection	Dry	US 395	293_16665		00249 - BEEBE AVE	2	No control	1	0	0	0	Clear
Turning Movement	Did not yield right-of-way	12/24/2019		07:00 AM	1862574	Property Damage Only	From opposite direction-one left turn,one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	08711 W 11TH ST	1	CROSS	45.8	Daylight	-119	9.11	Intersection	Dry	OR 207	293_11224		00834 - JOSEPH ST	2	Stop Sign	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	10/22/2019		04:00 PM	1862543	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	08707 W 7TH ST			45.8	Daylight	-119		Intersection	Dry		40_30003049		00826 HERMISTON AVE	2	No control	1	0	0	0	Clear
Turning Movement	Made improper turn	3/18/2019		07:00 AM	1860409	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	Not Investigated by Police	01701 NEWPORT AVE			45.8	Dusk (Twilight)	-119		Straight Roadway	Wet		40_30004964		00235 E 4TH ST	2	Unknown or not definite	1		0	0	Clear
Angle	Careless Driving (per PAR)	5/27/2019		01:00 PM	1860735	Non-Fatal Injury	Entering at angle - all others	No Apparent Injury/PDO Crash (O

CRASH_TYPE_LONG_DESC	CRASH_CAUSE_1_LONG_DESC	CRASH_DT	CRASH_HR_LONG_DESC	CRASH_ID	CRASH_TYPE_LONG_DESC	HIGHEST_INJRY_DESC	INVSTG_AGY_LONG_DESC	SECT_TYP_DESC	SECT_TYP_SHORT_D	AT_DD	LGT_COND_LONG_DESC	MANNER_COLL_DESC	MP_NO	ND_CHAR_LONG_DES C	ND_SURF_COND_NM	RTE_NM	REF_MRK_ID	REF_PT_LONG_DESC	REF_NO	RT_FULL_NM	TOT_VHCL_CNT	TRAF_CONT_LONG_DESC	UNLOCT_FLG	WRK_ZON_IND	HIT_RUN_LONG_DESC
Angle	Too fast for conditions (not exceed posted speed)	2/27/2019	07:00 AM	1839862	Non-Fatal Injury	Entering at angle - all others	State Police - Report received.		3	3-LEG	45.9	Daylight	-119	1.48	Intersection	Snow		40_30005113		00190 PUNKIN CENTER RD	2	Stop Sign	1	0	0	Snow
Turning Movement	Careless Driving (per PAR)	1/11/2022	06:00 AM	1986305	Property Damage Only	From opposite direction-one left turn,one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	01201	JENNIE AVE		45.8	Darkness - with street lights	-119	5.12	Straight Roadway	Dry	US 395	293_19618		00030 - 1ST ST	2	Left Turn Refuge (when refuge is involved)	1		0	0	Clear
Turning Movement	Inattention	9/30/2019	01:00 PM	1842622	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	State Police - Report received.		3-LEG	45.9	Daylight	-119	5.32	Intersection	Dry	OR 207	293_12701		00755 -	2	Unknown or not definite	1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	6/14/2021	06:00 PM	1958613	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	00402	CATHERINE AVE		45.8	Daylight	-119	5.16	Straight Roadway	Dry	US 395	293 19618		00455 - 1ST ST	2	Unknown or not definite	1		0	0	Clear
Rear-End	Careless Driving (per PAR)	4/20/2018	04:00 PM	1777750	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	00402	CATHERINE AVE		45.8	Daylight	-119	5.17	Straight Roadway	Dry	US 395	293 19618		00271 - 1ST ST	3	Unknown or not definite	1		0	0	Clear
Turning Movement	Did not yield right-of-way	9/1/2022	09:00 PM	1976487	Non-Fatal Injury	Pedalcyclist	Suspected Minor Injury (B)	City Police - Report received	08001	1ST ST	4	4-LEG	45.8	Darkness - with street lights	-119	5.18	Intersection	Dry	US 395	293_18606		00737 - CATHERINE AVE	1	0	0	0	Clear
Turning Movement	Careless Driving (per PAR)	1/10/2019	11:00 AM	1857221	Property Damage Only	From opposite direction-one left turn,one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	06001	1ST PL	1	CROSS	45.8	Daylight	-119	7.42	Intersection	Dry	OR 207	293_12702		00016 - ELM AVE	2	Traffic Signals	1		0	0	Clear
Angle	Passed stop sign or red flasher	3/11/2019	08:00 AM	1840139	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08310	E 10TH ST	1	CROSS	45.8	Dawn (Twilight)	-119		Intersection	Wet		40_30005087		00218 MAIN ST	2	Stop Sign	1	0	0	0	Clear
Turning Movement	Passed stop sign or red flasher	10/15/2019	06:00 AM	1862486	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08310	E 10TH ST	1	CROSS	45.8	Dawn (Twilight)	-119		Intersection	Dry		40_30005087		00806 GLADYS AVE	2	Stop Sign	1	0	0	0	Clear
Turning Movement	Did not yield right-of-way	7/13/2022	02:00 PM	1984901	Property Damage Only	From opposite direction-all others incl. parking	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001	1ST ST	4	4-LEG	45.8	Daylight	-119	5.18	Intersection	Dry	US 395	293_19618		00566 - CATHERINE AVE	2	Stop Sign	1	0	0	0	Clear
Head-On	Other improper driving	8/31/2022	06:00 PM	1974738	Non-Fatal Injury	From opposite direction - both going straight	Suspected Minor Injury (B)	City Police - Report received	08001	1ST ST	4	4-LEG	45.8	Daylight	-119	5.18	Intersection	Wet	US 395	293_18606		00735 - CATHERINE AVE	2	Unknown or not definite	1	0	0	0	Clear
Turning Movement	Careless Driving (per PAR)	6/29/2021	11:00 AM	1958648	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	00402	CATHERINE AVE	4	4-LEG	45.8	Daylight	-119	5.18	Intersection	Dry	US 395	293 18606		00491 - 1ST ST	2	Stop Sign	1	0	0	0	Clear
Angle	Other improper driving	1/21/2019	03:00 PM	1857536	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08302	E 2ND ST	1	CROSS	45.8	Daylight	-119		Intersection	Wet		40_30002703		00040 GLADYS AVE	2	Stop Sign	1	0	0	0	Rain
Turning Movement	Inattention	6/11/2019	11:00 AM	1841221	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08711	W 11TH ST	3	3-LEG	45.8	Daylight	-119	8.3	Intersection	Dry	OR 207	293_12703		00434 - LINDA AVE	2	Stop Sign	1	0	0	0	Clear
Rear-End	Inattention	10/22/2021	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian	03:00 PM	1936711	Non-Fatal Injury	From same direction - one stopped	Suspected Minor Injury (B)	City Police - Report received	08001	1ST ST	1	CROSS	45.8	Daylight	-119	5.18	Intersection	Wet	US 395	293_18606		00823 - CATHERINE AVE	3	Traffic Signals	1	0	0	0	Cloudy
Rear-End	Inattention	5/29/2019	01:00 PM	1860757	Property Damage Only	From same direction - one stopped	State Police - Report received.	00119	MINNEHAHA RD			45.8	Daylight	-119	9.94	Driveway or Alley	Dry	OR 207	293_13684		00399 - W 11TH ST	2	Unknown or not definite	1		0	0	Clear
Turning Movement	Made improper turn	3/17/2019	11:00 AM	1860408	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08707	W 7TH ST	3	3-LEG	45.8	Daylight	-119		Intersection	Dry		40_30003049		00233 HERMISTON AVE	2	Stop Sign	1	0	0	0	Clear
Angle	Did not yield right-of-way	12/13/2019	02:00 PM	1868123	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001	1ST ST	1	CROSS	45.8	Daylight	-119	5.18	Intersection	Dry	US 395	293_18606		00999 - CATHERINE AVE	2	Stop Sign	1	0	0	0	Clear
Miscellaneous	Other (not improper driving)	1/1/2019	Stock: cow, calf, bull, steer, sheep, etc.	05:00 AM	1857198	Property Damage Only	Animal	No Apparent Injury/PDO Crash (O)	County Police - Report received				45.8	Darkness - no street lights	-119	0.48	Straight Roadway	Dry		40_30002223		00001 MINNEHAHA RD A	1	No control					Clear
Rear-End	Followed too closely	1/10/2019	04:00 PM	1857875	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001	1ST ST	1	CROSS	45.8	Daylight	-119	7.05	Intersection	Dry	OR 207	293 10416		00052 - ELM AVE	2	Traffic Signals	1		0	0	Cloudy
Rear-End	Reckless Driving (per PAR)	12/24/2019	Fence	11:00 PM	1839127	Non-Fatal Injury	From same direction-all others, including parking	Suspected Minor Injury (B)	City Police - Report received	01506	MCNARY ST		45.8	Darkness - no street lights	-119		Straight Roadway	Unknown		40_30003646		01045 BEECH AVE	3	Unknown or not definite		1	0		Unknown
Rear-End	Followed too closely	2/7/2019	Other (phantom) non-contact vehicle	01:00 PM	1859948	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	00402	CATHERINE AVE	3	3-LEG	45.8	Daylight	-119	5.18	Intersection	Ice	US 395	293_18606		00352 - 1ST ST	2	Unknown or not definite	1	0	0	0	Snow
Turning Movement	Careless Driving (per PAR)	11/30/2018	Vehicle obscured view	10:00 AM	1796292	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury (B)	City Police - Report received	08001	1ST ST	1	CROSS	45.8	Daylight	-119	5.18	Intersection	Dry	US 395	293_18606		00919 - CATHERINE AVE	2	Stop Sign	1	0	0	0	Clear
Turning Movement	Did not yield right-of-way	9/13/2018	03:00 AM	1805945	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001	1ST ST	1	CROSS	45.8	Darkness - with street lights	-119	5.18	Intersection	Dry	US 395	293_18606		00670 - CATHERINE AVE	2	Stop Sign	1	0	0	0	Clear
Turning Movement	Made improper turn	1/19/2019		07:00 AM	1839974	Non-Fatal Injury	From opposite direction-one left turn,one straight	Possible Injury Crash (C)	City Police - Report received	06001	1ST PL	1	CROSS	45.8	Darkness - with street lights	-119	7.42	Intersection	Wet	OR 207	293_12702		00035 - ELM AVE	2	Traffic Signals	1		0	0	Rain
Angle	Did not yield right-of-way	8/14/2019	"Sub-Bike": pedalcyclist injured subsequent to collision, etc.	12:00 PM	1838494	Non-Fatal Injury	Pedalcyclist	Possible Injury Crash (C)	City Police - Report received	08310	E 10TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30005087		00616 GLADYS AVE	1	Stop Sign	1	0	0	0	Clear
Turning movement	Careless Driving (per PAR)	5/5/2017		02:00 PM	1719004	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08001	1ST ST	4	4-LEG	45.8	Daylight	-119	5.18	Intersection	Dry	US 395	293_18606	0	00474 - CATHERINE AVE	2	Stop Sign	1	0	0	0	Clear
Sideswipe - Overtaking	Reckless Driving (per PAR)	8/6/2019		12:00 PM	1858790	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	02208	SAMANTHA ST	3	3-LEG	45.8	Daylight	-119		Intersection	Dry		40_30000681		00592 JUANITA AVE	2	No control	1	0	0	0	Clear
Turning movement	Did not yield right-of-way	11/13/2017		03:00 PM	1751139	Property Damage Only	From opposite direction-all others incl. parking	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001	1ST ST	1	CROSS	45.8	Daylight	-119	5.18	Intersection	Dry	US 395	293 18606	0	01024 - CATHERINE AVE	2	Stop Sign	1	0	0	0	Clear
Angle	Other improper driving	11/15/2019		08:00 PM	1862999	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	08709	W 9TH ST			45.8	Darkness - with street lights	-119		Driveway or Alley	Dry		40_30002466		00885 DIVISION AVE	2	No control			0	0	Clear
Rear-End	Failed to avoid vehicle ahead	9/3/2019		11:00 AM	1858896	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	Not Investigated by Police	08711	W 11TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30006787		00680 HIGHLAND AVE	2	Left Turn Green Arrow, Lane Markings, or Signal	1	0	0	0	Clear
Angle	Disregarded traffic signal	8/11/2022		11:00 AM	1968011	Non-Fatal Injury	Entering at angle - all others	Suspected Serious Injury (A)	City Police - Report received	08711	W 11TH ST	1	CROSS	45.8	Daylight	-119	8.42	Intersection	Dry	OR 207	293_10421		00666 - ORCHARD AVE	2	Traffic Signals	1		0	0	Clear
Rear-End	Careless Driving (per PAR)	10/22/2019	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian	03:00 PM	1842182	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	01206	JOSEPH ST			45.8	Daylight	-119	9.06	Straight Roadway	Dry	OR 207	293_3537		00825 - W 11TH ST	3	Bus Stop sign and red lights	1		0	0	Cloudy
Sideswipe - Overtaking	Improper change of traffic lanes	5/22/2017		08:00 AM	1749538	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001	1ST ST			45.8	Daylight	-119	5.21	Straight Roadway	Dry	US 395	293_18606	164	00458 - JUNE AVE	2	No control	1		0	0	Clear
Rear-End	Failed to avoid vehicle ahead	1/31/2019		04:00 PM	1857897	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	Not Investigated by Police	08711	W 11TH ST			45.8	Daylight	-119		Straight Roadway	Dry		40_30006787		00062 HIGHLAND AVE	2	Unknown or not definite	1		0	0	Clear
Rear-End	Careless Driving (per PAR)	10/1/2022		02:00 PM	1985224	Property Damage Only	From same direction - one turn, one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001	1ST ST	3	3-LEG	45.8	Daylight	-119	5.22	Intersection	Dry	US 395	293_20395		00835 - JUNE AVE	2	Unknown or not definite	1	0	0	0	Clear
Turning Movement	Careless Driving (per PAR)	2/28/2022		10:00 AM	1986247	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	01203	JUNE AVE			45.8	Daylight	-119	5.23	Straight Roadway	Wet	US 395	293_20395		00186 - 1ST ST	2	Unknown or not definite	1		0	0	Rain
Sideswipe - Overtaking	Careless Driving (per PAR)	9/4/2019		11:00 AM	1858898	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	01203	JUNE AVE			45.8	Daylight	-119	5.24	Straight Roadway	Dry	US 395	293_20395		00682 - 1ST ST	2	Unknown or not definite	1		0	0	Clear
Parking Maneuver	Inattention	7/12/2021	Vehicle obscured view	02:00 PM	1936501	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury (B)	City Police - Report received	01001	HERMISTON AVE			45.8	Daylight	-119	5.34	Driveway or Alley	Dry	US 395	293_20395		00531 - 1ST ST	2	Stop Sign	1		0	0	Clear
Rear-End	Inattention	6/14/2019		01:00 PM	1841232	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	County Police - Report received	08308	E 8TH ST	3	3-LEG	45.9	Daylight	-119		Intersection	Dry		40_30180628		00445 E PUNKIN CENTER RD	2	No control	1	0	0	0	Clear
Angle	Did not yield right-of-way	3/14/2019		08:00 AM	1840184	Property Damage Only	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08304	E 4TH ST	1	CROSS	45.8	Dawn (Twilight)	-119		Intersection	Dry		40_30004494		00229 HIGHLAND AVE	2	Stop Sign	1	0	0	0	Clear
Turning Movement	Made improper turn	10/7/2019		02:00 PM	1862318	Property Damage Only	From same direction - one turn, one straight	No Apparent Injury/PDO Crash (O)	Not Investigated by Police	08302	E 2ND ST			45.8	Daylight	-119		Straight Roadway	Dry		40_30002703		00775 GLADYS AVE	2	Unknown or not definite	1		0		Clear
Turning Movement	Did not yield right-of-way	5/28/2018		03:00 PM	1778807	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	On Scene - No report received	00902	GLADYS AVE			45.8	Daylight	-119	5.34	Driveway or Alley	Dry	US 395	293_20395		00377 - 1ST ST	2	Unknown or not definite	1		0	0	Clear
Turning Movement	Inattention	10/17/2018		02:00 PM	1789864	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury (B)	City Police - Report received	08001	1ST ST			45.8	Daylight	-119	5.34	Driveway or Alley	Dry	US 395	293_20395		00765 - HERMISTON AVE	2	Stop Sign	1		0	0	Clear
Rear-End	Followed too closely	9/28/2017		01:00 PM	1750631	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	01001	HERMISTON AVE			45.8	Daylight	-119	5.34	Driveway or Alley	Dry	US 395	293_20395	630	00866 - 1ST ST	2	No control	1		0	0	Clear
Turning Movement	Driving in excess of posted speed	9/16/2019	Overturned after first harmful event	06:00 PM	1842544	Non-Fatal Injury	From same direction - one turn, one straight	Suspected Minor Injury (B)	County Police - Report received	08717	W 17TH ST	3	3-LEG	45.8	Daylight	-119		Intersection	Dry		40_30005854		00718 HIGHLAND AVE EXT	2	No control	1	0	0	0	Clear
Rear-End	Failed to avoid vehicle ahead	5/15/2019		05:00 PM	1860648	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	Not Investigated by Police	08304	E 4TH ST	1	CROSS	45.8	Daylight	-119	6.81	Intersection	Dry	OR 207	293_17233		00367 - ELM AVE	1	Traffic Signals	1	0	0		Clear
Sideswipe - Overtaking	Improper change of traffic lanes	1/8/2021		04:00 PM	1957541	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	01001	HERMISTON AVE			45.8	Darkness - with street lights	-119	5.37	Straight Roadway	Wet	US 395	293_20395		00019 - 1ST ST	2	Unknown or not definite	1		0	0	Cloudy
Angle	Passed stop sign or red flasher	3/7/2019		05:00 PM	1840130	Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08709	W 9TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30022122		00214 HIGHLAND AVE	2	Stop Sign	1	0	0	0	Clear
Turning Movement	Made improper turn	1/23/2019		06:00 PM	1842641	Non-Fatal Injury	From opposite direction-one left turn,one straight	Possible Injury Crash (C)	County Police - Report received	3	3-LEG	45.8	Darkness - no street lights	-119	3.81	Intersection	Dry		40_30005106		00045 WESTLAND RD	3	No control	1	0	0	0	Clear
Turning Movement	Careless Driving (per PAR)	7/13/2021		04:00 PM	1958679	Property Damage Only	From opposite direction-one left turn,one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	00902	GLADYS AVE			45.8	Daylight	-119	5.37	Straight Roadway	Dry	US 395	293_20395		00529 - 1ST ST	2	Unknown or not definite	1		0	0	Clear
Rear-End	Failed to avoid vehicle ahead	8/11/2019	Pedestrian indirectly involved (not struck)	04:00 PM	1858851	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	Not Investigated by Police	08001	1ST ST	1	CROSS	45.8	Daylight	-119	7.05	Intersection	Dry	OR 207	293_10416		00611 - ELM AVE	2	Traffic Signals	1	0	0		Clear
Sideswipe - Overtaking	Inattention	6/13/2019		04:00 PM	1860988	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	State Police - Report received	01001	HERMISTON AVE			45.8	Daylight	-119	5.38	Grade (vertical curve)	Dry	US 395	293_20395		00451 - 1ST ST	2	Unknown or not definite	1		0	0	Clear
Rear-End	Failed to avoid vehicle ahead	8/18/2022		04:00 PM	1968018	Non-Fatal Injury	From same direction - one stopped	Suspected Serious Injury (A)	City Police - Report received	08707	W 7TH ST			45.8	Daylight	-119		Straight Roadway	Dry		40_300000196		00690 HIGHLAND AVE	2	Stop Sign	1		0	0	Clear
Sideswipe - Overtaking	Improper change of traffic lanes	8/11/2018		12:00 AM	1805644	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	On Scene - No report received	00902	GLADYS AVE			45.8	Darkness - with street lights	-119	5.39	Straight Roadway	Dry	US 395	293_20395		00579 - 1ST ST	2	Unknown or not definite	1		0	0	Clear
Turning Movement	Disregarded traffic signal	6/13/2022		01:00 PM	1971927	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08001	1ST ST	1	CROSS	45.8	Daylight	-119	5.4	Intersection	Dry	US 395	293_20815		00473 - GLADYS AVE	2	Traffic Signals	1	0	0	0	Clear
Angle	Careless Driving (per PAR)	9/18/2019		07:00 PM	1862019	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	01506	MCNARY ST	3	3-LEG	45.8	Daylight	-119	6.93	Intersection	Dry	OR 207	293_10416		00725 - ELM AVE	2	Stop Sign	1	0	0	0	Clear
Angle	Careless Driving (per PAR)	9/9/2022		10:00 PM	1985176	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001	1ST ST	1	CROSS	45.8	Darkness - with street lights	-119	5.4	Intersection	Dry	US 395	293_20395		00768 - HERMISTON AVE	2	Traffic Signals	1	0	0	0	Clear
Turning Movement	Careless Driving (per PAR)	1/4/2019		03:00 PM	1838578	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury (B)	City Police - Report received	08304	E 4TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30005431		00006 GLADYS AVE	2	Stop Sign	1	0	0	0	Clear
Pedestrian	Non-motorist illegally in roadway	12/7/2022		05:00 PM	1968030	Non-Fatal Injury	Pedestrian	Suspected Serious Injury (A)	City Police - Report received	00402	CATHERINE AVE			45.8	Darkness - with street lights	-119	5.19	Straight Roadway	Ice	US 395	293_18606		01121 - 1ST ST	1	Unknown or not definite	1		0	0	Fog
Rear-End	Made improper turn	10/19/2019	Sliding or swerving due to wet, icy, slippery or loose surface (not gravel)	09:00 AM	1842156	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	08001	1ST ST			45.8	Daylight	-119	7.08	Driveway or Alley	Wet	OR 207	293_8784		00820 - ELM AVE	3	No control	1		0	0	Rain
Turning Movement	Disregarded traffic signal	4/27/2019		05:00 PM	1863325	Property Damage Only	From opposite direction-one left turn,one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	08304	E 4TH ST	1	CROSS	45.8	Daylight	-119	6.81	Intersection	Dry	OR 207	293 17233		00315 - ELM AVE	2	Traffic Signals	1		0	0	Clear
Angle	Disregarded traffic signal	6/14/2022		11:00 AM	1971931	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08001	1ST ST	1	CROSS	45.8	Daylight	-119	5.4	Intersection	Dry	US 395	293_20815		00477 - GLADYS AVE	2	Stop Sign	1	0	0	0	Clear
Turning Movement	Did not yield right-of-way	4/6/2019		05:00 PM	1858507	Property Damage Only	From same direction - one turn, one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	06708	W 8TH PL	3	3-LEG	45.8	Daylight	-119		Intersection	Dry		40_30005744		00267 ORCHARD AVE	2	No control	1	0	0	0	Clear
Angle	Careless Driving (per PAR)	4/8/2019		08:00 AM	1827999	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury (B)	City Police - Report received	08304	E 4TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Wet		40_30005431		00229 RIDGEWAY AVE	2	Stop Sign	1	0	0	0	Rain
Driver drowsy/fatigued/sleepy	Careless Driving (per PAR)	4/18/2021		10:00 PM	1919836	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	08001	1ST ST	1	CROSS	45.8	Darkness - with street lights	-119	5.4	Intersection	Dry	US 395	293_20395		00285 - HERMISTON AVE	2	Traffic Signals	1		0	0	Clear
Rear-End	Followed too closely	04:00 PM	1958152	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	01001	HERMISTON AVE	1	CROSS	45.8	Daylight	-119	5.4	Intersection	Dry	US 395	293_20395		00789 - 1ST ST	2	Traffic Signals	1		0	0	Clear
Turning Movement	Made improper turn	2/4/2019	Sliding or swerving due to wet, icy, slippery or loose surface (not gravel)	03:00 PM	1839594	Non-Fatal Injury	From opposite direction-one left turn,one straight	Possible Injury Crash (C)	City Police - Report received	06013	13TH PL			45.8	Daylight	-119		Driveway or Alley	Snow		40_30006787		00095 W HIGHLAND AVE	2	No control	1		0		Snow
Backing	Improper change of traffic lanes	7/21/2019		12:00 PM	1861846	Property Damage Only	From opposite direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	06001	1ST PL	1	CROSS	45.8	Daylight	-119	7.42	Intersection	Dry	OR 207	293_12702		00558 - HERMISTON AVE	2	Traffic Signals	1	0	0	0	Clear
Rear-End	Other improper driving	11/5/2022	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian	08:00 PM	1968072	Non-Fatal Injury	Parked motor vehicle	Suspected Serious Injury (A)	City Police - Report received	06707	W 7TH PL			45.8	Darkness - with street lights	-119		Straight Roadway	Dry		40_30005336		00071 ORCHARD AVE	3	Unknown or not definite	1		0	0	Clear
Angle	Passed stop sign or red flasher	4/21/2019		09:00 AM	1863371	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08307	E 7TH ST	5	5-LEG	45.8	Daylight	-119		Intersection	Dry		40_30000180		00299 MAIN ST	2	Stop Sign	1	0	0	0	Clear
Fixed Object or Other Object	Inattention	5/27/2019	Other equipment in or off road (includes parked trailer, boat)	01:00 AM	1861098	Property Damage Only	Other object	No Apparent Injury/PDO Crash (O)	City Police - Report received	00209	E BROWNING RD			45.9	Darkness - no street lights	-119		Straight Roadway	Dry		40_30005750		00406 E 6TH ST	1	No control			0	0	Clear
Fixed Object or Other Object	Other improper driving	1/20/2019	Fixed object, unknown type.	02:00 AM	1857534	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	City Police - Report received	00902	GLADYS AVE			45.8	Darkness - with street lights	-119		Straight Roadway	Dry		40_30002702		00036 E 2ND ST	1	No control			0	0	Clear
Turning Movement	Made improper turn	6/4/2021		01:00 PM	1950314	Property Damage Only	From same direction-all others, including parking	No Apparent Injury/PDO Crash (O)	City Police - Report received	01001	HERMISTON AVE	1	CROSS	45.8	Daylight	-119	5.4	Intersection	Dry	US 395	293_20395		00428 - 1ST ST	2	Traffic Signals	1	0	0	0	Clear
Miscellaneous	Other (not improper driving)	1/10/2018	Deer or elk, wapiti	10:00 PM	1803246	Property Damage Only	Animal	No Apparent Injury/PDO Crash (O)	Not Investigated by Police					45.8	Darkness - with street lights	-119	23.1	Straight Roadway	Wet		40_30001551		00026 FEEDVILLE RD	1	Unknown or not definite		1	0		Clear
Angle	Did not yield right-of-way	11/12/2018		04:00 PM	1815578	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	State Police - Report received.	08310	E 10TH ST	1	CROSS	45.8	Daylight	-119	6.05	Intersection	Dry	OR 207	293_16078		00853 - ELM AVE	2	Stop Sign	1	0	0	0	Cloudy
Rear-End	Followed too closely	5/4/2018		04:00 PM	1778749	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	01205	JUANITA AVE			45.8	Daylight	-119	8.4	Straight Roadway	Dry	OR 207	293_14582		00313 - W 11TH ST	2	No control	1		0		Clear
Rear-End	Followed too closely	1/9/2018		02:00 PM	1775163	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Daylight	-119		Intersection	Wet		40_30000945		00021 HURLBURT AVE	2	Left Turn Green Arrow, Lane Markings, or Signal	1	0	0	0	Rain
Sideswipe - Overtaking	Reckless Driving (per PAR)	11/29/2018		02:00 AM	1818286	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	County Police - Report received	08707	W 7TH ST			45.8	Darkness - no street lights	-119		Straight Roadway	Unknown		40_30000264		00915 HIGHLAND AVE	2	Unknown or not definite		1	0		Unknown
Fixed Object or Other Object	Careless Driving (per PAR)	2/1/2018	Fence	01:00 PM	1803536	Property

COLLIS_TYP E_LONG_D ESC	CRASH_CA USE_1_LO NG_DESC	CRASH_DT	CRASH_DAY _WTT_LON G_DESC	CRASH_HR _LONG_DE SC	CRASH_ID	CRASH_TY PE_LONG_D ESC	INVSTG_A GY_LONG_ DESC	HIGHEST_I NJ_DEGT Y_DESC	SECT_ART _TYP_DES	SECT_TYP E_DESC	SECT_TYP E_SHORT_D	LGT_COND _LONG_DE SC	ANGTBL_ JID	MP_NO	RD_CHAR_ LONG_DES C	WD_SURF _COND_DES	RTE_NM	REG_MRK_ ID	REG_PT_L MS_MEAS	REG_NO	RT_FULL_N AM	TOT_VHCL _CNT	CRASH_CONF LRVCE_ LONG_DES C	TRAF_CONT _LONG_F OR_DESC	SCHL_ZO NE	UNLOCT_F LG	WRK_ZON E_IND	LGT_COND _SHORT_D ESC
Rear-End	Careless Driving (per PAR)	12/14/2018		03:00 PM	1795547	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	01901	PARK AVE			45.8	Daylight	-119		Straight Roadway	Dry		40_30002861		00955	W 7TH ST	2	Unknown or not definite			0	Clear
Turning Movement	Careless Driving (per PAR)	1/9/2022		05:00 PM	1963815	Non-Fatal Injury	From opposite direction-one left turn,one straight	Suspected Minor Injury Crash (B)	City Police - Report received	08001	1ST ST	1	CROSS	45.8	Darkness - with street lights	-119	5.46	Intersection	Dry	US 395	293_19690		00024	- MAIN ST	2	Traffic Signals	1	0	0 0	Clear
Backing	Did not yield right-of-way	6/16/2018		08:00 AM	1804967	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08709	W 9TH ST			45.8	Daylight	-119		Driveway or Alley	Dry		40_30004660		00426	PINE AVE	2	No control			0 0	Clear
Rear-End	Followed too closely	6/1/2018	Pedestrian indirectly involved (not struck)	05:00 PM	1804954	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	01506	MCNARY ST			45.8	Daylight	-119	6.94	Straight Roadway	Dry	OR 207	293_10416		00417	- ELM AVE	2	No control			0	Clear
Angle	Disregarded traffic signal	5/22/2022		11:00 AM	1968687	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received	08001	1ST ST	1	CROSS	45.8	Daylight	-119	5.46	Intersection	Dry	US 395	293_19690		00399	- MAIN ST	2	Traffic Signals	1	0	0 0	Clear
Fixed Object or Other Object	Other improper driving	3/10/2018	Cut slope or ditch embankment	05:00 PM	1777838	Non-Fatal Injury	Fixed object	Possible Injury Crash (C)	County Police - Report received	08308	E 8TH ST			45.9	Daylight	-119		Straight Roadway	Dry		40_30004889		00170	E THEATER LN	1	No control			0	Clear
Angle	Disregarded traffic signal	4/29/2021		06:00 PM	1946451	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	01502	MAIN ST	1	CROSS	45.8	Daylight	-119	5.46	Intersection	Dry	US 395	293_19690		00307	- 1ST ST	2	Traffic Signals	1	0	0 0	Clear
Angle	Speed Racing (per PAR)	8/5/2019	Vertical grade / hill present at crash location	07:00 PM	1838457	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	State Police - Report received.	08001	1ST ST	1	CROSS	45.8	Daylight	-119	5.46	Intersection	Dry	US 395	293_19690		00591	- MAIN ST	2	Traffic Signals	1	0	0 0	Clear
Rear-End	Failed to avoid vehicle ahead	8/16/2019		10:00 AM	1838537	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	Not Investigated by Police	08001	1ST ST	1	CROSS	45.8	Daylight	-119	5.46	Intersection	Dry	US 395	293_19690		00627	- MAIN ST	2	Traffic Signals	1	0	0 0	Clear
Angle	Disregarded traffic signal	9/3/2018		09:00 AM	1787472	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received	08001	1ST ST	1	CROSS	45.8	Daylight	-119	5.46	Intersection	Dry	US 395	293_19690		00637	- MAIN ST	2	Traffic Signals	1	0	0 0	Clear
Turning Movement	Careless Driving (per PAR)	3/20/2018		09:00 PM	1777857	Non-Fatal Injury	From opposite direction-one left turn,one straight	Possible Injury Crash (C)	City Police - Report received	08308	E 4TH ST	1	CROSS	45.8	Darkness - with street lights	-119	6.81	Intersection	Dry	OR 207	293_17233		00192	- ELM AVE	2	Traffic Signals	1	0	0 0	Clear
Angle	Careless Driving (per PAR)	4/28/2018		03:00 PM	1777801	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	On Scene - No report received	08001	1ST ST	1	CROSS	45.8	Daylight	-119	5.46	Intersection	Dry	US 395	293_19690		00298	- MAIN ST	2	Traffic Signals	1	0	0 0	Clear
Rear-End	Careless Driving (per PAR)	7/20/2018		05:00 PM	1783850	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	01801	ORCHARD AVE			45.8	Daylight	-119	8.4	Straight Roadway	Dry	OR 207	293_11227		00522	- W 11TH ST	2	No control			0 0	Clear
Angle	Disregarded traffic signal	8/3/2018		10:00 AM	1805617	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001	1ST ST	1	CROSS	45.8	Daylight	-119	5.46	Intersection	Dry	US 395	293_19690		00558	- MAIN ST	2	Traffic Signals	1	0	0 0	Clear
Rear-End	Failed to avoid vehicle ahead	11/13/2018		05:00 PM	1796032	Non-Fatal Injury	From same direction - both going straight	Possible Injury Crash (C)	City Police - Report received	01003	HIGHLAND AVE			45.8	Darkness - with street lights	-119	8.7	Straight Roadway	Dry	OR 207	293_12704		00855	- W 11TH ST	2	Unknown or not definite			0	Clear
Head-On	Careless Driving (per PAR)	7/1/2018		Unknown	1805297	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	02102	RIDGEWAY AVE			45.8	Darkness - with street lights	-119		Curve (horizontal curve)	Dry		40_30000301		00487	W 12TH ST	2	No control			0	Clear
Angle	Careless Driving (per PAR)	11/4/2018		11:00 AM	1796007	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08001	1ST ST	1	CROSS	45.8	Daylight	-119	5.46	Intersection	Dry	US 395	293_19690		00830	- MAIN ST	2	Traffic Signals	1	0	0 0	Clear
Turning Movement	Made improper turn	12/20/2018		12:00 PM	1815328	Property Damage Only	From opposite direction-all others incl. parking	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001	1ST ST	1	CROSS	45.8	Daylight	-119	5.46	Intersection	Dry	US 395	293_19690		00965	- MAIN ST	2	Traffic Signals	1	0	0 0	Clear
Turning Movement	Disregarded traffic signal	12/1/2018		10:00 AM	1793708	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08304	E 4TH ST	1	CROSS	45.8	Daylight	-119	6.81	Intersection	Dry	OR 207	293_17233		00921	- ELM AVE	2	Traffic Signals	1	0	0 0	Cloudy
Turning Movement	Inattention	2/8/2018		07:00 PM	1803589	Property Damage Only	No Apparent Injury/PDO Crash (O)	No Apparent Injury/PDO Crash (O)	City Police - Report received	02401	UMATILLA-STANFLD HY			45.8	Darkness - with street lights	-119		Straight Roadway or Alley	Dry		40_30001362		00095	E 4TH ST	2	No control			0 0	Clear
Rear-End	Followed too closely	4/22/2017	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian	07:00 PM	1749490	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	01502	MAIN ST			45.8	Dusk (Twilight)	-119	5.48	Straight Roadway	Dry	US 395	293_19690	103	00382	- 1ST ST	2	No control			0 0	Clear
Rear-End	Careless Driving (per PAR)	10/27/2018		03:00 PM	1790312	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	08710	W 10TH ST	3	3-LEG	45.8	Daylight	-119		Intersection	Dry		40_30002122		00798	HIGHLAND AVE	2	Stop Sign	1	0	0 0	Clear
Turning Movement	Made improper turn	12/19/2018		04:00 PM	1817776	Property Damage Only	Entering at angle - one vehicle stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	08308	E 8TH ST	3	3-LEG	45.8	Daylight	-119		Intersection	Dry		40_30005845		00961	SE BANKER DR	2	Stop Sign	1	0	0 0	Clear
Turning Movement	Made improper turn	9/2/2018		08:00 PM	1787467	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08711	W 11TH ST	3	3-LEG	45.8	Daylight	-119	8.32	Intersection	Dry	OR 207	293_10417		00633	- HERMISTON AVE	2	Traffic Signals	1	0	0 0	Clear
Fixed Object or Other Object	Other improper driving	11/1/2018	Curb (also narrow sidewalks on bridges)	06:00 PM	1804127	Non-Fatal Injury	Fixed object	Possible Injury Crash (C)	City Police - Report received	00112	NW OVERLOOK RD			45.9	Darkness - no street lights	-119		Curve (horizontal curve)	Dry		40_30002763		00819	NW EUCALYPTUS DR	1	Unknown or not definite			0	Cloudy
Rear-End	Failed to avoid vehicle ahead	6/1/2018		08:00 AM	1804804	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	Not Investigated by Police	02401	UMATILLA-STANFLD HY			45.8	Daylight	-119		Straight Roadway	Dry		40_30006130		00385	HIGHLAND AVE	2	Unknown or not definite			0	Clear
Rear-End	Vehicle improperly parked	7/17/2018	View obscured by vertical grade / hill	12:00 AM	1783835	Non-Fatal Injury	Parked motor vehicle	Suspected Minor Injury Crash (B)	County Police - Report received					45.9	Darkness - no street lights	-119	1.47	Grade (vertical curve)	Snow		40_30005112		00515	PUNKIN CENTER RD	2	No control			0	Clear
Fixed Object or Other Object	Other improper driving	12/23/2018	Pole -- power or telephone	02:00 AM	1817784	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	City Police - Report received	08704	W 4TH ST			45.8	Darkness - with street lights	-119		Straight Roadway	Wet		40_30005196		00981	HERMISTON AVE	1	No control			0	Cloudy
Turning Movement	Did not yield right-of-way	9/2/2022	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian	11:00 AM	1983505	Property Damage Only	From opposite direction-one left turn,one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	01801	ORCHARD AVE	1	CROSS	45.8	Daylight	-119	5.53	Intersection	Dry	US 395	293_19956		00745	- UMATILLA-STANFLD HY	2	Traffic Signals	1	0	0 0	Clear
Turning Movement	Careless Driving (per PAR)	9/23/2018		09:00 AM	1787515	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08710	W 10TH ST	3	3-LEG	45.8	Daylight	-119		Intersection	Dry		40_30003704		00706	ORCHARD AVE	2	Stop Sign	1	0	0 0	Clear
Fixed Object or Other Object	Other improper driving	5/22/2018	Pole -- power or telephone	02:00 PM	1804635	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	City Police - Report received	08706	W 6TH ST			45.8	Daylight	-119		Straight Roadway	Dry		40_30002864		00349	HERMISTON AVE	1	No control			0	Clear
Fixed Object or Other Object	Inattention	10/15/2018	Bridge railing or parapet (on bridge or approach)	01:00 AM	1818320	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	County Police - Report received					45.8	Darkness - no street lights	-119	0.35	Bridge Structure	Dry		40_30006132		00758	E HIGHLAND AVE	1	No control			0	Clear
Turning Movement	Non-motorist illegally in roadway	10/26/2022		08:00 PM	1990495	Non-Fatal Injury	Pedalcyclist	Possible Injury Crash (C)	City Police - Report received	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Darkness - with street lights	-119	5.53	Intersection	Dry	US 395	293_19956		00931	- HURLBURT AVE	1	Traffic Signals	1	0	0 0	Clear
Turning Movement	Careless Driving (per PAR)	2/1/2022		09:00 AM	1979494	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Daylight	-119	5.53	Intersection	Dry	US 395	293_19690		00083	- ORCHARD AVE	2	Traffic Signals	1	0	0 0	Clear
Turning Movement	Careless Driving (per PAR)	9/20/2018		07:00 PM	1806049	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08304	E 4TH ST	3	3-LEG	45.8	Daylight	-119		Intersection	Dry		40_30005605		00695	CATHERINE AVE	2	Stop Sign	1	0	0 0	Clear
Angle	Did not yield right-of-way	5/23/2018		10:00 PM	1804648	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001	1ST ST	1	CROSS	45.8	Darkness - with street lights	-119		Intersection	Dry		40_30002824		00357	HIGHLAND AVE	2	Stop Sign	1	0	0 0	Clear
Sideswipe - Overtaking	Improper change of traffic lanes	5/26/2018		02:00 PM	1778806	Non-Fatal Injury	From same direction - both going straight	Possible Injury Crash (C)	City Police - Report received	08001	1ST ST			45.8	Daylight	-119	7.07	Straight Roadway	Dry	OR 207	293_8784		00375	- ELM AVE	2	Right Turn Green Arrow, Lane Markings, or Signal	1		0 0	Clear
Sideswipe - Overtaking	Other improper driving	2/11/2018	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian	11:00 PM	1803661	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	08705	W 5TH ST			45.8	Darkness - with street lights	-119		Straight Roadway	Dry		40_30001467		00096	HERMISTON AVE	2	No control			0	Clear
Fixed Object or Other Object	Made improper turn	1/26/2018	Pole -- power or telephone	11:00 AM	1803412	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	City Police - Report received	01701	NEWPORT AVE			45.8	Daylight	-119		Driveway or Alley	Dry		40_30006896		00062	E 7TH ST	1	No control			0 0	Clear
Angle	Inattention	6/28/2019		11:00 AM	1861706	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Daylight	-119	5.53	Intersection	Dry	US 395	293_19690		00503	- HURLBURT AVE	2	Stop Sign	1	0	0 0	Clear
Turning Movement	Careless Driving (per PAR)	3/6/2019		01:00 PM	1860308	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	State Police - Report received.	01005	HURLBURT AVE	1	CROSS	45.8	Daylight	-119	5.53	Intersection	Wet	US 395	293_19690		00204	- UMATILLA-STANFLD HY	2	Traffic Signals	1	0	0 0	Snow
Rear-End	Drove left of center on two-way road; straddling	2/4/2018		10:00 AM	1803542	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001	1ST ST			45.8	Daylight	-119		Straight Roadway	Dry		40_30000258		00085	MOORE AVE	2	No control			0 0	Cloudy
Turning Movement	Did not yield right-of-way	7/24/2018		11:00 AM	1805421	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08711	W 11TH ST	3	3-LEG	45.8	Daylight	-119	8.93	Intersection	Dry	OR 207	293_14601		00537	- SUNLAND AVE	2	Stop Sign	1	0	0 0	Clear
Turning Movement	Made improper turn	2/4/2019		02:00 PM	1859359	Property Damage Only	Entering at angle - one vehicle stopped	No Apparent Injury/PDO Crash (O)	Not Investigated by Police	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Daylight	-119	5.53	Intersection	Ice	US 395	293_19690		00100	- HURLBURT AVE	2	Stop Sign	1	0	0 0	Snow
Turning Movement	Did not yield right-of-way	6/21/2018		08:00 AM	1781981	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	00701	ELM AVE			45.9	Daylight	-119		Driveway or Alley	Dry		40_30013276		00435	W 11TH ST	2	Stop Sign	1	1	0 0	Clear
Angle	Inattention	3/27/2019		04:00 PM	1840235	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Daylight	-119	5.53	Intersection	Wet	US 395	293_19690		00246	- ORCHARD AVE	2	Traffic Signals	1	0	0 0	Rain
Rear-End	Careless Driving (per PAR)	4/14/2018		07:00 AM	1777729	Non-Fatal Injury	Parked motor vehicle	Possible Injury Crash (C)	City Police - Report received	08302	E 2ND ST			45.8	Daylight	-119		Straight Roadway	Wet		40_30006379		00256	JENNIE AVE	2	No control			0 0	Cloudy
Turning Movement	Improper overtaking	12/26/2018		05:00 PM	1795786	Non-Fatal Injury	From same direction - one turn, one straight	Suspected Minor Injury Crash (B)	City Police - Report received	08304	E 4TH ST	1	CROSS	45.8	Darkness - with street lights	-119	6.81	Intersection	Wet	OR 207	293_17233		00988	- ELM AVE	2	Traffic Signals	1	0	0 0	Rain
Turning Movement	Disregarded traffic signal	10/5/2018		06:00 AM	1815723	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Dawn (Twilight)	-119	5.53	Intersection	Dry	US 395	293_19690		00729	- HURLBURT AVE	2	Traffic Signals	1	0	0 0	Clear
Turning Movement	Careless Driving (per PAR)	11/5/2018		07:00 AM	1796010	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	06001	1ST PL	1	CROSS	45.8	Daylight	-119	7.42	Intersection	Dry	OR 207	293_12702		00831	- ELM AVE	2	Traffic Signals	1	0	0 0	Clear
Rear-End	Careless Driving (per PAR)	7/2/2018	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian	03:00 PM	1805293	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Daylight	-119	5.53	Intersection	Dry	US 395	293_19690		00474	- HURLBURT AVE	2	Traffic Signals	1	0	0 0	Clear
Rear-End	Careless Driving (per PAR)	1/10/2018		07:00 AM	1803243	Property Damage Only	From same direction - one turn, one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	01508	MARIE AVE			45.8	Dawn (Twilight)	-119		Driveway or Alley	Dry		40_30002587		00024	1ST PL	2	Unknown or not definite			0	Clear
Rear-End	Reckless Driving (per PAR)	10/21/2018		07:00 PM	1815917	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	08711	W 11TH ST	3	3-LEG	45.8	Darkness - with street lights	-119	8.47	Intersection	Dry	OR 207	293_13683		00779	- HARTLEY AVE	2	Stop Sign	1	0	0 0	Clear
Backing	Careless Driving (per PAR)	6/13/2018		10:00 AM	1817792	Property Damage Only	From opposite direction-all others incl. parking	No Apparent Injury/PDO Crash (O)	City Police - Report received	DMSL(	DAMSEL CT			45.8	Daylight	-119		Straight Roadway	Dry		40_40000049		00413	14TH PL	2	No control			0	Clear
Rear-End	Careless Driving (per PAR)	8/31/2018		03:00 PM	1784848	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	08709	W 9TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30002122		00627	HIGHLAND AVE	2	Stop Sign	1	0	0 0	Clear
Backing	Did not yield right-of-way	5/3/2018		07:00 AM	1778737	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	Not Investigated by Police	08001	1ST ST			45.8	Daylight	-119		Driveway or Alley	Dry		40_30001692		00309	LAIRD AVE	2	Unknown or not definite			0	Clear
Fixed Object or Other Object	Careless Driving (per PAR)	4/13/2018	Other sign, including street signs	12:00 PM	1804317	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	Unknown - Report received	06001	1ST PL	1	CROSS	45.8	Daylight	-119	7.42	Intersection	Wet	OR 207	293_12702		00253	- ELM AVE	1	Left Turn Green Arrow, Lane Markings, or Signal			0	Rain
Turning Movement	Careless Driving (per PAR)	10/25/2018		07:00 PM	1815929	Property Damage Only	From opposite direction-one left turn,one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Darkness - with street lights	-119	5.53	Intersection	Dry	US 395	293_19690		00793	- HURLBURT AVE	2	Traffic Signals	1	0	0 0	Clear
Angle	Careless Driving (per PAR)	6/10/2018		02:00 PM	1781942	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08711	W 11TH ST	1	CROSS	45.8	Daylight	-119	8.68	Intersection	Dry	OR 207	293_8785		00406	- HIGHLAND AVE	2	Traffic Signals	1	0	0 0	Clear
Head-On	Drove left of center on two-way road; straddling	1/21/2018		12:00 AM	1803275	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	08711	W 11TH ST			45.8	Darkness - no street lights	-119		Straight Roadway	Dry		40_30006381		00046	RIDGEWAY AVE	2	No control			0	Clear
Rear-End	Careless Driving (per PAR)	12/22/2018		05:00 PM	1795768	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	08710	W 10TH ST	3	3-LEG	45.8	Darkness - no street lights	-119		Intersection	Dry		40_30001903		00977	HIGHLAND AVE	2	Stop Sign	1	0	0 0	Clear
Rear-End	Inattention	9/26/2018		07:00 AM	1806063	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	08711	W 11TH ST	3	3-LEG	45.8	Daylight	-119		Intersection	Dry		40_30005127		00710	SUNLAND AVE	2	Stop Sign	1	0	0 0	Clear
Angle	Disregarded traffic signal	6/5/2018		06:00 PM	1781959	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Daylight	-119	5.53	Intersection	Dry	US 395	293_19956		00419	- HURLBURT AVE	2	Traffic Signals	1	0	0 0	Clear
Rear-End	Drove left of center on two-way road; straddling	11/29/2018		07:00 PM	1796279	Non-Fatal Injury	Parked motor vehicle	Possible Injury Crash (C)	City Police - Report received	01510	MOORE AVE			45.8	Darkness - no street lights	-119		Straight Roadway	Dry		40_30003500		00909	W 7TH ST	2	Unknown or not definite			0	Cloudy
Angle	Disregarded traffic signal	12/21/2017		12:00 PM	1738977	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Daylight	-119	5.53	Intersection	Wet	US 395	293_19690	360	01120	- HURLBURT AVE	2	Traffic Signals	1	0	0 0	Clear
Angle	Disregarded traffic signal	9/19/2017		07:00 PM	1719911	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Daylight	-119	5.53	Intersection	Wet	US 395	293_19690	360	00835	- HURLBURT AVE	2	Traffic Signals	1	0	0 0	Rain
Turning Movement	Did not yield right-of-way	8/3/2018		03:00 PM	1784644	Non-Fatal Injury	From opposite direction-one left turn,one straight	Suspected Minor Injury Crash (B)	City Police - Report received	02207	SUNLAND AVE			45.8	Daylight	-119	9	Driveway or Alley	Dry	OR 207	293_17235		00557	- W 11TH ST	2	Stop Sign	1	0	0 0	Clear
Non-collision	Careless Driving (per PAR)	5/12/2018	Occupant fell, jumped or was ejected from moving vehicle	02:00 PM	1778771	Non-Fatal Injury	Overturned	Suspected Minor Injury Crash (B)	City Police - Report received	01005	HURLBURT AVE			45.8	Daylight	-119	5.54	Straight Roadway	Dry	US 395	293_19956		00330	- UMATILLA-STANFLD HY	1	No control			0 0	Clear
Rear-End	Careless Driving (per PAR)	6/15/2017		05:00 PM	1719123	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	01005	HURLBURT AVE			45.8	Daylight	-119	5.54	Straight Roadway	Wet	US 395	293_19956	57.4	00599	- UMATILLA-STANFLD HY	2	Unknown or not definite			0 0	Rain
Rear-End	Followed too closely	5/12/2018		01:00 PM	1804456	Property Damage Only	From same direction - one turn, one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	08711	W 11TH ST	3	3-LEG	45.8	Daylight	-119	8.47	Intersection	Dry	OR 207	293_13683		00331	- HARTLEY AVE	2	Stop Sign	1	0	0 0	Clear
Fixed Object or Other Object	Other improper driving	7/13/2018	Building or other structure	04:00 PM	1805378	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	City Police - Report received	01005	HURLBURT AVE			45.8	Daylight	-119	5.55	Driveway or Alley	Dry	US 395	293_19956		00497	- UMATILLA-STANFLD HY	1	No control			0	Clear
Fixed Object or Other Object	Inattention	11/27/2018	Fence	01:00 AM	1796273	Non-Fatal Injury	Fixed object	Possible Injury Crash (C)	County Police - Report received	08711	W 11TH ST	1	CROSS	45.8	Darkness - no street lights	-119	9.42	Intersection	Dry	OR 207	293_14602		00901	- GETTMAN RD	1	Stop Sign	1	0	0 0	Cloudy
Turning Movement	Did not yield right-of-way	11/2/2018		07:00 AM	1817859	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08704	W 4TH ST			45.8	Dawn (Twilight)	-119		Driveway or Alley	Wet		40_30002824		00816	HIGHLAND AVE	2	Stop Sign	1		0	Rain
Sideswipe - Overtaking	Improper change of traffic lanes	4/28/2017		06:00 PM	1749520	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	On Scene - No report received	01005	HURLBURT AVE			45.8	Daylight	-119	5.55	Straight Roadway	Dry	US 395	293_19956	115	00398	- UMATILLA-STANFLD HY	2	Unknown or not definite			0	Clear
Rear-End	Careless Driving (per PAR)	1/5/2018		08:00 AM	1803235	Property Damage Only	From same direction - one turn, one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	06001	1ST PL			45.8	Daylight	-119	7.1	Driveway or Alley	Wet	OR 207	293_8784		00011	- ELM AVE	2	Unknown or not definite			0 0	Rain
Turning Movement	Careless Driving (per PAR)	7/1/2018		11:00 AM	1805198	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	08307	E 7TH ST	3	3-LEG	45.8	Daylight	-119		Intersection	Dry		40_30000499		00466	WILSHIRE AVE	2	Stop Sign	1	0	0 0	Clear
Pedestrian	Did not yield right-of-way	1/11/2018		05:00 AM	1775175	Non-Fatal Injury	Pedestrian	Possible Injury Crash (C)	State Police - Report received.	08709	W 7TH ST	3	3-LEG	45.8	Darkness - with street lights	-119		Intersection	Wet		40_30005424		00029	PINE AVE	1	Stop Sign	1	0	0 0	Rain
Fixed Object or Other Object	Driving in excess of posted speed	7/27/2018	Retaining wall or tunnel wall	03:00 AM	1805434	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	County Police - Report received	08308	E 8TH ST			45.9	Darkness - with street lights	-119		Straight Roadway	Dry		40_30005112		00542	E PUNKIN CENTER RD	1	No control			0	Clear
Angle	Inattention	6/30/2018		12:00 PM	1805114	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001	1ST ST			45.9	Daylight	-119		Driveway or Alley	Dry	

COLLIS_TY P_LONG_D ESC	CRASH_CA USE_1_LO NG_DESC	CRASH_DT	CRASH_HR _LONG_DE SC	CRASH_ID	CRASH_SV RTY_LON G_DESC	HIGHEST_I NJ_SEVRTY _DESC	INVSTG_A GY_LONG_ DESC	SECT_ART _TYP	SECT_TYP E_DESC	SECT_TYP E_SHORT_D ESC	JAT_DD	LGT_COND _LONG_DE SC	MONTH_L _DD	MP_NO	RD_CHAR_ LONG_DES C	WD_SURF _COND_DS C	RTE_NM	REG_MRK_ ID	REG_PT_L NS_MEAS	REG_NO	RT_FULL_N AM	TOT_VHCL _CNT	TRAF_CONT _LONG_F ORCE_DE SC	UNLOCT_F LG	WRK_ZON E_IND	SCHL_BU S_IND	UNLOAD_ DESC
Turning Movement	Did not yield right-of-way	10/1/2021	10:00 AM	1958112	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	On Scene - No report received	01003	HIGHLAND AVE	1	CROSS	45.8	Daylight	-119	5.87	Intersection	Dry	01003	293_10608		00765	- UMATILLA-STANFLD HY	2	Traffic Signals	1	0	0	Clear
Angle	Inattention	4/28/2019	04:00 PM	1863321	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Daylight	-119	5.87	Intersection	Dry	US 395	293_10608		00319	- HIGHLAND AVE	2	Traffic Signals	1	0	0 0	Clear
Rear-End	Careless Driving (per PAR)	8/19/2018	12:00 AM	1784706	Non-Fatal Injury	Parked motor vehicle	Possible Injury Crash (C)	City Police - Report received	01511	MCKENZIE AVE			45.8	Darkness - no street lights	-119		Straight Roadway	Dry		40_30000985		00595	1ST ST	3	No control			0 0	Clear
Rear-End	Inattention	8/25/2019	07:00 AM	1858455	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Daylight	-119	5.87	Intersection	Dry	US 395	293_10608		00741	- HIGHLAND AVE	2	Traffic Signals	1	0	0 0	Clear
Turning Movement	Inattention	11/24/2019	12:00 PM	1863180	Property Damage Only	From opposite direction-one left turn,one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Daylight	-119	5.87	Intersection	Dry	US 395	293_10608		00923	- HIGHLAND AVE	2	Traffic Signals	1	0	0 0	Clear
Rear-End	Failed to avoid vehicle ahead	8/29/2019	06:00 PM	1838664	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Daylight	-119	5.87	Intersection	Dry	US 395	293_10608		00661	- HIGHLAND AVE	2	Traffic Signals	1	0	0 0	Clear
Pedestrian	Inattention	12/19/2018	01:00 PM	1795551	Non-Motorist struck vehicle	Pedestrian	Possible Injury Crash (C)	City Police - Report received	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Daylight	-119	5.87	Intersection	Dry	US 395	293_10608		00962	- HIGHLAND AVE	1	Traffic Signals	1	0	0 0	Clear
Rear-End	Other improper driving	4/5/2018	10:00 PM	1804230	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	08709	W 9TH ST			45.8	Darkness - no street lights	-119		Straight Roadway	Dry		40_30002679		00237	RIDGEWAY AVE	2	No control		1	0 0	Clear
Rear-End	Careless Driving (per PAR)	9/6/2018	12:00 PM	1805922	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)				3	3-LEG	45.8	Daylight	-119	4.3	Intersection	Dry		40_30005854		00644	HIGHLAND AVE	2	Stop Sign	1	0	0 0	Clear
Rear-End	Careless Driving (per PAR)	12/30/2018	03:00 PM	1815392	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	State Police - Report received.					45.9	Daylight	-119	5	Driveway or Alley	Dry	OR 207	293_20509		00997	-	2	Unknown or not definite	1		0 0	Cloudy
Angle	Passed stop sign or red flasher	7/10/2018	07:00 PM	1783806	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08707	W 7TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30004893		00486	ORCHARD AVE	2	Stop Sign	1	0	0 0	Clear
Rear-End	Failed to avoid vehicle ahead	9/20/2018	07:00 AM	1806048	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	Not Investigated by Police	08001	1ST ST			45.8	Daylight	-119	6.99	Straight Roadway	Dry	OR 207	293_10416		00694	- ELM AVE	2	Unknown or not definite	1		0 0	Clear
Backing	Other improper driving	7/14/2018	02:00 PM	1805387	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	01003	W HIGHLAND AVE			45.8	Daylight	-119		Straight Roadway	Dry		40_30000805		00507	13TH PL	2	No control	1		0 0	Clear
Rear-End	Failed to avoid vehicle ahead	1/29/2018	08:00 AM	1803535	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	On Scene - No report received	08707	W 7TH ST	3	3-LEG	45.8	Daylight	-119		Intersection	Dry		40_30005142		00128	MOORE AVE	2	Stop Sign	1	0	0 0	Clear
Rear-End	Failed to avoid vehicle ahead	10/12/2018	06:00 PM	1818312	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	08711	W 11TH ST	3	3-LEG	45.8	Dusk (Twilight)	-119		Intersection	Dry		40_30000989		00750	HERMISTON AVE	2	Traffic Signals	1	0	0 0	Clear
Fixed Object or Other Object	Reckless Driving (per PAR)	10/19/2018	11:00 PM	1789876	Non-Fatal Injury	Fixed object	Possible Injury Crash (C)	City Police - Report received	06308	E 8TH PL			45.8	Darkness - with street lights	-119		Straight Roadway	Dry		40_30007004		00774	DIAGONAL BLVD	1	Unknown or not definite		1	0 0	Clear
Fixed Object or Other Object	Careless Driving (per PAR)	12/23/2018	Curb (also narrow sidewalks on bridges)	01:00 AM	1805898	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	City Police - Report received	08310	E 10TH ST	1	CROSS	45.8	Darkness - with street lights	-119		Intersection	Wet		40_30005087		00980	MAIN ST	1	Stop Sign	1	0	0 0	Rain
Turning Movement	Did not yield right-of-way	11/10/2018		03:00 PM	1815562	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Daylight	-119	5.87	Intersection	Dry	US 395	293_10608		00847	- HIGHLAND AVE	2	Traffic Signals	1	0	0 0	Clear
Head-On	Too fast for conditions (not exceed posted speed)	11/23/2018		08:00 AM	1796244	Non-Fatal Injury	From opposite direction - both going straight	Suspected Minor Injury Crash (B)	County Police - Report received				45.8	Daylight	-119	3.8	Straight Roadway	Ice		40_30001472		00893	HIGHLAND AVE	2	No control		1	0 0	Clear
Fixed Object or Other Object	Other improper driving	10/7/2018	Pole -- power or telephone	02:00 AM	1789504	Non-Fatal Injury	Fixed object	County Police - Report received			3	3-LEG	45.8	Daylight	-119	3.69	Intersection	Dry		40_30005106		00734	HIGHLAND AVE	1	Stop Sign	1	0	0 0	Clear
Turning movement	Disregarded traffic signal	7/15/2017	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian	07:00 PM	1719441	Non-Fatal Injury	From opposite direction-one left turn,one straight	Suspected Minor Injury Crash (B)	City Police - Report received	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Daylight	-119	5.87	Intersection	Dry	US 395	293_10608	0	00651	- HIGHLAND AVE	3	Traffic Signals	1	0	0 0	Clear
Rear-End	Careless Driving (per PAR)	2/5/2018		04:00 PM	1775252	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	08711	W 11TH ST	3	3-LEG	45.8	Daylight	-119	8.47	Intersection	Dry	OR 207	293_13683		00087	- HARTLEY AVE	2	Stop Sign	1	0	0 0	Clear
Rear-End	Careless Driving (per PAR)	3/30/2022		10:00 AM	1986443	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	01003	HIGHLAND AVE			45.8	Daylight	-119	5.89	Straight Roadway	Dry	US 395	293_10608		00253	- UMATILLA-STANFLD HY	2	Stop Sign	1		0 0	Clear
Turning Movement	Careless Driving (per PAR)	12/17/2018		02:00 PM	1795550	Non-Fatal Injury	From same direction - one turn, one straight	Possible Injury Crash (C)	City Police - Report received	01502	MAIN ST			45.8	Daylight	-119		Driveway or Alley	Wet		40_30000823		00957	E 4TH ST	2	Unknown or not definite	1		0 0	Clear
Rear-End	Failed to avoid vehicle ahead	9/7/2018	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian	04:00 PM	1805925	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	On Scene - No report received		3	3-LEG	45.9	Daylight	-119	2.01	Intersection	Dry		40_30001864		00648	N TOWNSEND RD	2	Stop Sign	1	0	0 0	Clear
Angle	Did not yield right-of-way	1/21/2018		08:00 PM	1803278	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	County Police - Report received	08310	E 10TH ST	1	CROSS	45.8	Darkness - no street lights	-119	6.05	Intersection	Wet	OR 207	293_16078		00048	- ELM AVE	1	Stop Sign	1	0	0 0	Cloudy
Non-collision	Careless Driving (per PAR)	6/24/2018	Occupant fell, jumped or was ejected from moving vehicle	03:00 AM	1782010	Non-Fatal Injury	Overturned	Suspected Minor Injury Crash (B)	City Police - Report received	01003	HIGHLAND AVE			45.8	Daylight	-119	5.89	Curve (horizontal curve)	Dry	US 395	293_10608		00488	- UMATILLA-STANFLD HY	1	Unknown or not definite	1		0 0	Clear
Sideswipe - Overtaking	Defective steering mechanism	7/28/2018		12:00 AM	1805440	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	00206	BUTTE DR			45.8	Darkness - with street lights	-119		Straight Roadway	Dry		40_30005744		00543	ORCHARD AVE	2	No control	1		0 0	Clear
Fixed Object or Other Object	Reckless Driving (per PAR)	12/6/2018	Fence	11:00 PM	1817759	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	City Police - Report received	02202	W STANDARD DR	2	2-LEG	45.8	Darkness - with street lights	-119		Intersection	Dry		40_30003949		00933	NW BUTTE DR	1	No control	1	0	0 0	Clear
Rear-End	Careless Driving (per PAR)	2/1/2018		05:00 PM	1775246	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	01003	HIGHLAND AVE			45.8	Darkness - with street lights	-119	5.89	Curve (horizontal curve)	Wet	US 395	293_10608		00073	- UMATILLA-STANFLD HY	2	Traffic Signals	1	0	0 0	Rain
Rear-End	Followed too closely	3/7/2018		08:00 AM	1777829	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	01001	HERMISTON AVE	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30003049		00165	BUTTE DR	2	Stop Sign	1	0	0 0	Clear
Fixed Object or Other Object	Made improper turn	11/13/2017	Pole -- power or telephone	05:00 PM	1750643	Property Damage Only	Fixed Object	No Apparent Injury/PDO Crash (O)	City Police - Report received	01008	HIGHLAND AVE EXT			45.8	Darkness - no street lights	-119		Driveway or Alley	Wet		40_30004491	307	01004	W 17TH ST	1	No control	1		0 0	Rain
Angle	Did not yield right-of-way	11/21/2017		11:00 AM	1728033	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	06001	1ST PL	1	CROSS	45.8	Daylight	-119		Intersection	Wet		40_30004109	0	01035	ORCHARD AVE	2	Stop Sign	1	0	0 0	Rain
Rear-End	Careless Driving (per PAR)	5/15/2021	Cell phone (on PAR or driver in use)	11:00 AM	1947439	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	01003	HIGHLAND AVE			45.8	Daylight	-119	5.9	Straight Roadway	Dry	US 395	293_10608		00374	- UMATILLA-STANFLD HY	2	Traffic Signals	1		0 0	Clear
Turning movement	Made improper turn	8/10/2017		11:00 AM	1750283	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08711	W 11TH ST	1	CROSS	45.8	Daylight	-119	8.07	Intersection	Dry	207	293_11223	0	00739	- ELM AVE	2	Stop Sign	1	0	0 0	Clear
Turning movement	Too fast for conditions (not exceed posted speed)	7/16/2017		11:00 AM	1750000	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	06308	E 8TH PL	3	3-LEG	45.8	Darkness - no street lights	-119		Intersection	Dry		40_30003460	0	00654	DIAGONAL BLVD	2	Stop Sign	1	0	0 0	Clear
Head-On	Careless Driving (per PAR)	11/15/2017	Cell phone (on PAR or driver in use)	03:00 PM	1751299	Property Damage Only	From opposite direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	01502	MAIN ST			45.8	Daylight	-119		Straight Roadway	Dry		40_30005363	155	01012	E 4TH ST	2	No control	1		0 0	Clear
Sideswipe - Overtaking	Improper change of traffic lanes	9/20/2022		05:00 PM	1983464	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	Not Investigated by Police	01003	HIGHLAND AVE			45.8	Daylight	-119	5.91	Straight Roadway	Dry	US 395	293_10608		00809	- UMATILLA-STANFLD HY	2	Unknown or not definite	1		0 0	Clear
Sideswipe - Overtaking	Careless Driving (per PAR)	5/16/2022		10:00 AM	1983797	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	01003	HIGHLAND AVE			45.8	Daylight	-119	5.92	Straight Roadway	Dry	US 395	293_10608		00385	- UMATILLA-STANFLD HY	2	Unknown or not definite	1		0 0	Clear
Rear-End	Careless Driving (per PAR)	7/16/2017	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian	12:00 PM	1717761	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	County Police - Report received				45.8	Daylight	-119	3.55	Straight Roadway	Dry		40_30005106	#####	00653	HIGHLAND AVE	3	Unknown or not definite	1		0 0	Smoke
Fixed Object or Other Object	Careless Driving (per PAR)	9/15/2017	Pole -- power or telephone	06:00 AM	1717950	Non-Fatal Injury	Fixed Object	Suspected Minor Injury Crash (B)	City Police - Report received	01003	HIGHLAND AVE			45.8	Dawn (Twilight)	-119		Straight Roadway	Dry		40_30005849	264	00823	E 9TH ST	1	Unknown or not definite	1		0 0	Cloudy
Rear-End	Followed too closely	7/11/2017		01:00 PM	1719428	Non-Fatal Injury	From same direction - one turn, one straight	Possible Injury Crash (C)	City Police - Report received	00602	DIVISION AVE			45.8	Daylight	-119	8.83	Driveway or Alley	Dry	207	293_12704	880	00640	- W 11TH ST	1	Unknown or not definite	1		0 0	Clear
Turning Movement	Did not yield right-of-way	7/9/2021		01:00 PM	1949458	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	01003	HIGHLAND AVE			45.8	Daylight	-119	5.92	Driveway or Alley	Dry	US 395	293_10608		00523	- UMATILLA-STANFLD HY	2	Stop Sign	1		0 0	Clear
Turning movement	Did not yield right-of-way	8/28/2017	Vehicle obscured view	06:00 PM	1750444	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08711	W 11TH ST	1	CROSS	45.8	Daylight	-119	8.42	Intersection	Dry	207	293_10421	0	00796	- ORCHARD AVE	2	Stop Sign	1	0	0 0	Clear
Careless Driving	Careless Driving (per PAR)	2/14/2019		05:00 PM	1839685	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	01003	HIGHLAND AVE			45.8	Darkness - with street lights	-119	5.92	Driveway or Alley	Ice	US 395	293_10608		00135	- UMATILLA-STANFLD HY	2	No control	1		0 0	Cloudy
Turning movement	Made improper turn	5/9/2017		09:00 AM	1718868	Non-Fatal Injury	From same direction - one turn, one straight	Possible Injury Crash (C)	On Scene - No report received	08304	E 4TH ST	1	CROSS	45.8	Daylight	-119	6.81	Intersection	Dry	207	293_17233	3989	00420	- ELM AVE	2	Traffic Signals	1	0	0 0	Clear
Turning movement	Did not yield right-of-way	5/5/2017		09:00 AM	1749559	Property Damage Only	From opposite direction-one left turn,one straight	No Apparent Injury/PDO Crash (O)	State Police - Report received.	08711	W 11TH ST	1	CROSS	45.8	Daylight	-119	8.68	Intersection	Dry	207	293_8785	25.8	00410	- HIGHLAND AVE	2	Traffic Signals	1	0	0 0	Clear
Rear-End	Followed too closely	6/27/2017		06:00 PM	1719289	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	01001	HERMISTON AVE			45.8	Daylight	-119	8.65	Straight Roadway	Dry	207	293_21897	99.4	00592	- W 11TH ST	2	Left Turn Green Arrow, Lane Markings, or Signal	1		0 0	Clear
Rear-End	Failed to avoid vehicle ahead	11/26/2017		03:00 PM	1749617	Property Damage Only	From same direction - one turn, one straight	No Apparent Injury/PDO Crash (O)	Not Investigated by Police	08304	E 6TH ST			45.8	Daylight	-119		Driveway or Alley	Wet		40_30002142	354	01043	MAIN ST	2	Unknown or not definite	1		0 0	Clear
Turning Movement	Careless Driving (per PAR)	1/20/2022		11:00 AM	1983620	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08304	E 4TH ST			45.8	Daylight	-119	5.97	Straight Roadway	Dry	US 395	293_10608		00054	- UMATILLA-STANFLD HY	2	Unknown or not definite	1		0 0	Clear
Turning movement	Made improper turn	12/8/2017		10:00 AM	1727933	Property Damage Only	From same direction - one turn, one straight	No Apparent Injury/PDO Crash (O)	County Police - Report received			4	4-LEG	45.9	Daylight	-119	4.97	Intersection	Dry	207	293_19682	1534	01085	-	2	Stop Sign	1	0	0 0	Clear
Rear-End	Careless Driving (per PAR)	10/17/2017	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian	11:00 AM	1751018	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	08001	1ST ST	1	CROSS	45.8	Daylight	-119	7.05	Intersection	Dry	207	293_10416	686	00927	- ELM AVE	2	Left Turn Green Arrow, Lane Markings, or Signal	1	0	0 0	Clear
Turning movement	Made improper turn	1/10/2017	Sliding or swerving due to wet, icy, slippery or loose surface (not gravel)	01:00 PM	1718322	Non-Fatal Injury	Entering at angle - one vehicle stopped	Possible Injury Crash (C)	City Police - Report received	08711	W 11TH ST	3	3-LEG	45.8	Daylight	-119		Intersection	Ice		40_30000989	263	00046	HERMISTON AVE	2	Left Turn Green Arrow, Lane Markings, or Signal	1	0	0 0	Snow
Turning Movement	Careless Driving (per PAR)	11/7/2021		10:00 AM	1931339	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received	08304	E 4TH ST			45.8	Daylight	-119	5.97	Driveway or Alley	Dry	US 395	293_10608		00902	- UMATILLA-STANFLD HY	2	Unknown or not definite	1		0 0	Clear
Angle	Other improper driving	2/4/2019	Vertical grade / hill present at crash location	09:00 PM	1839365	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	01003	HIGHLAND AVE			45.8	Darkness - with street lights	-119	5.97	Driveway or Alley	Ice	US 395	293_10608		00080	- UMATILLA-STANFLD HY	2	No control	1		0 0	Snow
Sideswipe - Meeting	Other (not improper driving)	12/4/2022	Sliding or swerving due to wet, icy, slippery or loose surface (not gravel)	11:00 AM	1968204	Non-Fatal Injury	From opposite direction - both going straight	Suspected Serious Injury (A)	County Police - Report received				45.8	Daylight	-119	25.5	Straight Roadway	Ice		40_30000452		01094	FEEDVILLE RD	2	Unknown or not definite	1		0 0	Snow
Turning movement	Did not yield right-of-way	12/11/2017		04:00 PM	1751432	Property Damage Only	From opposite direction-one left turn,one straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	08711	W 11TH ST	1	CROSS	45.8	Daylight	-119	8.68	Intersection	Dry	207	293_8785	25.8	01098	- HIGHLAND AVE	2	Traffic Signals	1	0	0 0	Clear
Rear-End	Followed too closely	7/4/2017		10:00 PM	1719305	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	01406	LINDA AVE			45.8	Darkness - with street lights	-119	8.29	Straight Roadway	Dry	207	293_13682	624	00620	- W 11TH ST	2	Unknown or not definite	1		0 0	Clear
Turning Movement	Made improper turn	11/24/2019		10:00 AM	1841650	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08304	E 4TH ST			45.8	Daylight	-119	5.97	Driveway or Alley	Dry	US 395	293_10608		00924	- UMATILLA-STANFLD HY	2	No control	1		0 0	Clear
Rear-End	Inattention	10/20/2017		08:00 PM	1751088	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	08709	W 9TH ST	3	3-LEG	45.8	Darkness - no street lights	-119		Intersection	Dry		40_30001978	207	00945	ORCHARD AVE	2	Stop Sign	1	0	0 0	Clear
Turning Movement	Careless Driving (per PAR)	12/10/2019		01:00 PM	1868099	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08304	E 4TH ST			45.8	Daylight	-119	5.97	Driveway or Alley	Wet	US 395	293_10608		00988	- UMATILLA-STANFLD HY	2	No control	1		0 0	Clear
Turning Movement	Did not yield right-of-way	1/8/2019		05:00 PM	1838609	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received	08304	E 4TH ST			45.8	Darkness - with street lights	-119	5.97	Driveway or Alley	Wet	US 395	293_10608		00013	- UMATILLA-STANFLD HY	2	Unknown or not definite	1		0 0	Rain
Turning Movement	Made improper turn	11/19/2019		08:00 AM	1863045	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08304	E 4TH ST			45.8	Dawn (Twilight)	-119	5.97	Driveway or Alley	Wet	US 395	293_10608		00901	- UMATILLA-STANFLD HY	2	No control	1		0 0	Rain
Sideswipe - Overtaking	Improper change of traffic lanes	6/5/2017		04:00 PM	1749683	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	08711	W 11TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30003958	#####	00515	HIGHLAND AVE	2	Left Turn Green Arrow, Lane Markings, or Signal	1	0	0 0	Clear
Rear-End	Failed to avoid vehicle ahead	6/24/2017		10:00 PM	1749832	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	06001	1ST PL	1	CROSS	45.8	Darkness - no street lights	-119		Intersection	Dry		40_30002530	839	00601	ELM AVE	2	Traffic Signals	1	0	0 0	Clear
Fixed Object or Other Object	Too fast for conditions (not exceed posted speed)	12/27/2017	Pole -- type unknown	10:00 PM	1751595	Property Damage Only	Fixed Object	No Apparent Injury/PDO Crash (O)	Not Investigated by Police				45.8	Darkness - no street lights	-119	1000	Straight Roadway	Ice				01153	BAXTER RD	1	Unknown or not definite		1		Snow
Turning Movement	Did not yield right-of-way	1/3/2017		07:00 PM	1748403	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08304	E 4TH ST			45.8	Daylight	-119	5.97	Driveway or Alley	Ice	US 395	293_10608	513	00021	- UMATILLA-STANFLD HY	2	Unknown or not definite	1	0	0 0	Clear
Fixed Object or Other Object	Other improper driving	1/1/2017	Snow Bank	10:00 AM	1748378	Property Damage Only	Fixed Object	No Apparent Injury/PDO Crash (O)	City Police - Report received	08709	W 9TH ST			45.8	Darkness - with street lights	-119		Straight Roadway	Ice		40_30002122	9489	00093	HIGHLAND AVE	1	No control			0 0	Clear
Rear-End	Inattention	8/11/2017		12:00 PM	1750286	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	08304	E 4TH ST			45.8	Daylight	-119	6	Straight Roadway	Dry	US 395	293_10608	668	00740	- UMATILLA-STANFLD HY	2	Unknown or not definite	1		0 0	Clear
Pedestrian	Did not yield right-of-way	5/11/2017	Non-motorist struck vehicle	05:00 PM	1717432	Non-Fatal Injury	Pedestrian	Suspected Minor Injury Crash (B)	City Police - Report received				45.9	Daylight	-119	1.89	Driveway or Alley	Dry		40_30004919	#####	00426	W 10TH ST	1	Unknown or not definite		1	0 0	Clear
Angle	Did not yield right-of-way	4/28/2017		09:00 AM	1749518	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08302	E 2ND ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30000196	0	00397	HURLBURT AVE	2	Stop Sign	1	0	0 0	Clear
Rear-End	Inattention	5/4/2021		03:00 PM	1931014	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	08304	E 4TH ST			45.8	Daylight	-119	6.01	Straight Roadway	Dry	US 395	293_10608		00318	- UMATILLA-STANFLD HY	2	Traffic Signals	1		0	Clear
Turning movement	Did not yield right-of-way	3/23/2017		05:00 AM	1719193	Non-Fatal Injury	From opposite direction-one left turn,one straight	Suspected Minor Injury Crash (B)	City Police - Report received	08304	E 4TH ST	1	CROSS	45.8	Darkness - no street lights	-119	6.81	Intersection	Dry	207	293_17233	3989	00310	- ELM AVE	2	Traffic Signals	1	0	0 0	Clear
Sideswipe - Overtaking	Did not yield right-of-way	5/12/2017		10:00 AM	1749572	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	01506	MCNARY ST			45.8	Daylight	-119		Straight Roadway	Dry		40_30002482	37.4	00430	BEEBE AVE	2	No control			0 0	Clear
Backing	Other improper driving	8/19/2017		01:00 AM	1750320	Property Damage Only	From opposite direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	08304	E 4TH ST			45.8	Darkness - no street lights	-119	6.02	Straight Roadway	Dry	US 395	293_10608	770	00764	- UMATILLA-STANFLD HY	2	Right Turn Green Arrow, Lane Markings, or Signal	1		0 0	Clear
Fixed Object or Other Object	Too fast for conditions (not exceed posted speed)	9/17/2017	Pole -- power or telephone	11:00 AM	1719605	Non-Fatal Injury	Fixed Object	Suspected Minor Injury Crash (B)	City Police - Report received	00139	W ALLELUIA AVE			45.8	Daylight	-119		Curve (horizontal curve)	Dry		40_30003571	1297	00827	W 17TH ST	1	Unknown or not definite			0 0	Clear
Turning Movement	Careless Driving (per PAR)	2/3/2022		01:00 AM	1962656	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received	08304	E 4TH ST	1	CROSS	45.8	Darkness - with street lights	-119	6.03	Intersection	Dry	US 395	293_10608		00088	- UMATILLA-STANFLD HY	2	Traffic Signals	1	0	0 0	Clear
Turning movement	Careless Driving (per PAR)	9/24/2017		03:00 PM	1717973	Non-Fatal Injury	From opposite direction-one left turn,one straight	Possible Injury Crash (C)	City Police - Report received

CRASH_TYP_LONG_DESC	CRASH_CAUSE_1_LONG_DESC	CRASH_DT	CRASH_DAY_OF_WK_LONG_DESC	CRASH_HR_LONG_DESC	CRASH_ID	CRASH_TYP_LONG_DESC	HIGHEST_INJRY_DESC	INVSTG_AGY_LONG_DESC	LGT_COND_LONG_DESC	SECT_ACCT_DESC	SECT_TYP_LONG_DESC	SECT_TYP_SHORT_D	AT_DD	MANNER_COL_DD	MP_NO	ND_CHAR_LONG_DES C	WD_SURF_COND_DES	RTE_NM	REF_MRK_ID	REF_PT_1_MS_MEAS	REF_NO	ST_FULL_NM	TOT_VHCL_CNT	CRASH_CONF_LEVEL_LONG_DES C	TRAF_CONT_LONG_F	TRAF_CONT_SHORT_DE	S_CITY	UNLOCT_FLG	WRK_ZON_IND	WD_LOAD_DESC
Angle	Did not yield right-of-way	11/20/2017		12:00 PM	1728021	Property Damage Only	No Apparent Injury/PDO Crash (O)	City Police - Report received	08703	W 3RD ST	1	CROSS	45.8	Daylight	-119		Intersection	Wet		40_30003037	294	01025	HERMISTON AVE	2	Stop Sign		1	0	0	0	Rain
Angle	Disregarded other traffic control device	9/13/2021		11:00 AM	1931831	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	County Police - Report received	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Daylight	-119	6.61	Intersection	Dry	US 395	293_1093		00702	- PORT DR	2	Stop Sign		1	0	0	0	Clear
Turning Movement	Careless Driving (per PAR)	4/8/2019		03:00 PM	1827998	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Dawn (Twilight)	-119	6.61	Intersection	Wet	US 395	293_1095		00277	- PORT DR	2	Stop Sign		1	0	0	0	Rain
Rear-End	Followed too closely	4/7/2017		03:00 PM	1749393	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	06001	1ST PL	3	3-LEG	45.9	Daylight	-119		Intersection	Wet		40_30002530	2397	00348	HARPER RD	2	Stop Sign		1	0	0	0	Rain
Rear-End	Failed to avoid vehicle ahead	11/4/2017		05:00 PM	1727955	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	08001	1ST ST	1	CROSS	45.8	Dusk (Twilight)	-119		Intersection	Dry		40_30002824	5312	00985	HIGHLAND AVE	2	Stop Sign		1	0	0	0	Clear
Rear-End	Followed too closely	12/1/2017		04:00 PM	1738880	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	00404	CEDAR DR			45.8	Daylight	-119		Straight Roadway	Dry		40_30001494	7376	01058	HIGHLAND AVE	2	Unknown or not definite		1		0		Cloudy
Turning movement	Did not yield right-of-way	6/21/2017		06:00 PM	1717670	Non-Fatal Injury	Pedalcyclist	Suspected Minor Injury Crash (B)	City Police - Report received	08305	E 5TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30004569	449	00568	MAIN ST	1	Unknown or not definite		1		1		Clear
Angle	Did not yield right-of-way	10/6/2018		01:00 PM	1815726	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	02401	UMATILLA-STANFLD HY	3	3-LEG	45.8	Daylight	-119	6.61	Intersection	Dry	US 395	293_1095		00732	- PORT DR	2	Stop Sign		1	0	0	0	Cloudy
Angle	Inattention	4/15/2018		04:00 PM	1777734	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Daylight	-119	6.61	Intersection	Wet	US 395	293_1093		00260	- PORT DR	2	Stop Sign		1	0	0	0	Rain
Turning movement	Did not yield right-of-way	7/27/2017		02:00 PM	1717861	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	08702	W 2ND ST	3	3-LEG	45.8	Daylight	-119		Intersection	Dry		40_30001138	318	00698	RIDGEWAY AVE	2	Stop Sign		1	0	0		Clear
Turning movement	Did not yield right-of-way	3/21/2017		01:00 PM	1750793	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	Not Investigated by Police					45.8	Daylight	-119	1000	Driveway or Alley	Unknown				00328	CHERRY ST	2	Unknown or not definite		1		1		Clear
Turning Movement	Careless Driving (per PAR)	5/25/2018		07:00 AM	1804666	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Daylight	-119	6.61	Intersection	Dry	US 395	293 1095		00368	- PORT DR	2	Stop Sign		1	2	0	0	Clear
Fixed Object or Other Object	Too fast for conditions (not exceed posted speed)	5/20/2017	Retaining wall or tunnel wall	04:00 PM	1774861	Property Damage Only	Fixed Object	No Apparent Injury/PDO Crash (O)	City Police - Report received	00105	ALORA DR	3	3-LEG	45.9	Daylight	-119		Intersection	Dry		40_40000228	0	00478	THEATER LN	1	No control		1	0	0	0	Clear
Fixed Object or Other Object	Too fast for conditions (not exceed posted speed)	12/28/2017	Retaining wall or tunnel wall	12:00 PM	1742398	Property Damage Only	Fixed Object	No Apparent Injury/PDO Crash (O)	City Police - Report received	08711	W 11TH ST			45.8	Daylight	-119		Driveway or Alley	Ice		40_30003977	334	01158	ELM AVE	1	Unknown or not definite		1		0		Snow
Turning movement	Did not yield right-of-way	7/25/2017		07:00 AM	1750071	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	02401	UMATILLA-STANFLD HY	1	CROSS	45.8	Daylight	-119	6.61	Intersection	Dry	US 395	293_1093		00694	- PORT DR	2	Stop Sign		1	0	0	0	Clear
Fixed Object or Other Object	Careless Driving (per PAR)	10/17/2017	Curb (also narrow sidewalks on bridges)	03:00 PM	1751021	Property Damage Only	Fixed Object	No Apparent Injury/PDO Crash (O)	City Police - Report received	01506	MCNARY ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30005464	691	00951	DOGWOOD AVE	1	No control		1	0	0	0	Cloudy
Rear-End	Followed too closely	12/8/2021		12:00 PM	1931627	Non-Fatal Injury	From same direction - one stopped	Suspected Minor Injury Crash (B)	City Police - Report received	00102	AIRPORT WAY			45.8	Daylight	-119	6.84	Bridge Structure	Dry	US 395	293_1093		01008	- UMATILLA-STANFLD HY	2	Unknown or not definite		1	0	1	0	Clear
Fixed Object or Other Object	Other improper driving	6/25/2017	Bridge railing or parapet (on bridge or approach)	04:00 AM	1749838	Non-Fatal Injury	Fixed Object	Suspected Minor Injury Crash (B)	City Police - Report received	00102	AIRPORT WAY			45.8	Darkness - no street lights	-119	6.93	Bridge Structure	Dry	US 395	293_14019	117	00581	- UMATILLA-STANFLD HY	1	No control		1		0	0	Clear
Angle	Did not yield right-of-way	9/16/2017		10:00 AM	1751604	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08710	W 10TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30004025	215	00884	W JOSEPH ST	2	Stop Sign		1	0	0	0	Clear
Angle	Careless Driving (per PAR)	5/16/2017		03:00 PM	1749581	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	On Scene - No report received	08707	W 7TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30000264	7948	00447	HIGHLAND AVE	2	Stop Sign		1	0	0	0	Clear
Fixed Object or Other Object	Other improper driving	12/22/2019	Pole – power or telephone	06:00 AM	1839074	Non-Fatal Injury	Fixed object	Possible Injury Crash (C)	City Police - Report received	00412	CAMPBELL DR			45.8	Darkness - no street lights	-119	7.12	Curve (horizontal curve)	Dry	US 395	293 15582		01039	- UMATILLA-STANFLD HY	1	No control		1	0	0	0	Clear
Fixed Object or Other Object	Reckless Driving (per PAR)	6/30/2017	Fixed object, unknown type.	10:00 PM	1749862	Property Damage Only	Fixed Object	No Apparent Injury/PDO Crash (O)	State Police - Report received.	00119	MINNEHAHA RD			45.8	Darkness - no street lights	-119	9.68	Straight Roadway	Dry	207	293_13684	52.5	00606	- W 11TH ST	1	Unknown or not definite		1		0	0	Clear
Turning Movement	Did not yield right-of-way	7/9/2022	Overturned after first harmful event	09:00 AM	1968248	Non-Fatal Injury	Entering at angle - all others	Suspected Serious Injury (A)	State Police - Report received.					45.9	Daylight	-119	3.87	Grade (vertical curve)	Dry	US 395	293_11715		00557	-	2	Unknown or not definite		1		0	0	Clear
Angle	Did not yield right-of-way	4/10/2021		12:00 PM	1919789	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	02401	UMATILLA-STANFLD HY	3	3-LEG	45.8	Daylight	-119	7.45	Intersection	Dry	US 395	293_16668		00256	- KELLI BLVD FR RD	2	Stop Sign		1	0	0	0	Clear
Turning movement	Did not yield right-of-way	1/14/2017		11:00 AM	1748589	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received			1	CROSS	45.8	Daylight	-119	1.4	Intersection	Ice		40_30003124	6882	00070	NE 10TH ST	2	Stop Sign		1	0	0	0	Clear
Angle	Did not yield right-of-way	6/30/2017		05:00 PM	1717702	Non-Fatal Injury	Pedalcyclist	Suspected Minor Injury Crash (B)	City Police - Report received	02401	UMATILLA-STANFLD HY			45.8	Daylight	-119		Driveway or Alley	Dry		40_30001362	248	00611	E 4TH ST	1	Unknown or not definite		1		0		Clear
Fixed Object or Other Object	Passed stop sign or red flasher	12/17/2017	Cut slope or ditch embankment	11:00 PM	1738959	Non-Fatal Injury	Fixed Object	Possible Injury Crash (C)	County Police - Report received			3	3-LEG	45.9	Darkness - no street lights	-119	2.55	Intersection	Dry		40_30004521	#####	01112	PUNKIN CENTER RD	1	Unknown or not definite		1	0	0	0	Clear
Sideswipe - Overtaking	Made improper turn	6/8/2017		04:00 PM	1958600	Property Damage Only	From same direction-all others, including parking	No Apparent Injury/PDO Crash (O)	City Police - Report received	01304	KELLI BLVD	1	CROSS	45.8	Daylight	-119	7.45	Intersection	Dry	US 395	293_16668		00437	- UMATILLA-STANFLD HY	2	Stop Sign		1	0	0	0	Clear
Rear-End	Failed to avoid vehicle ahead	9/9/2017		08:00 PM	1750500	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	00701	ELM AVE	1	CROSS	45.8	Darkness - with street lights	-119		Intersection	Dry		40_30002530	839	00836	1ST PL	2	Traffic Signals		1	0	0	0	Clear
Turning Movement	Careless Driving (per PAR)	4/29/2019		05:00 AM	1837733	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	02401	UMATILLA-STANFLD HY	3	3-LEG	45.8	Dawn (Twilight)	-119	7.45	Intersection	Dry	US 395	293_16668		00325	- KELLI BLVD	2	Stop Sign		1	0	0	0	Clear
Angle	Did not yield right-of-way	1/9/2017		04:00 PM	1748474	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08711	W 11TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Snow		40_30001699	0	00042	ORCHARD AVE	2	Stop Sign		1	0	0	0	Sleet
Rear-End	Followed too closely	4/15/2017		10:00 AM	1749464	Property Damage Only	From same direction - one turn, one straight	No Apparent Injury/PDO Crash (O)	County Police - Report received			3	3-LEG	45.8	Daylight	-119	1.83	Intersection	Dry		40_30001472	#####	00366	BRIDGE RD	2	No control		1	0	0	0	Clear
Angle	Other improper driving	7/9/2022	Vehicle door opened into adjacent traffic lane	09:00 AM	1968917	Non-Fatal Injury	Entering at angle - all others	Suspected Serious Injury (A)	City Police - Report received	06001	1ST PL	1	CROSS	45.8	Daylight	-119	7.42	Intersection	Dry	OR 207	293_12702		00559	- ELM AVE	2	Traffic Signals		1	0	0	0	Clear
Turning Movement	Inattention	11/4/2019		05:00 PM	1862908	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	02401	UMATILLA-STANFLD HY	3	3-LEG	45.8	Darkness - no street lights	-119	7.45	Intersection	Dry	US 395	293_16668		00856	- KELLI BLVD	2	Stop Sign		1	0	0	0	Clear
Rear-End	Too fast for conditions (not exceed posted speed)	1/9/2017	Sliding or swerving due to wet, icy, slippery or loose surface (not gravel)	04:00 PM	1748471	Property Damage Only	From same direction - one stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	06001	1ST PL	1	CROSS	45.8	Daylight	-119	7.42	Intersection	Ice	207	293_12702	0	00041	- ELM AVE	2	Left Turn Green Arrow, Lane Markings, or Signal		1	0	0	0	Snow
Angle	Careless Driving (per PAR)	2/10/2019		04:00 PM	1839636	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received	02401	UMATILLA-STANFLD HY	3	3-LEG	45.8	Daylight	-119	7.45	Intersection	Ice	US 395	293_16668		00118	- KELLI BLVD	2	Stop Sign		1	0	0	0	Cloudy
Rear-End	Followed too closely	8/17/2017		03:00 PM	1719820	Non-Fatal Injury	From same direction - both going straight	Possible Injury Crash (C)	State Police - Report received.	01406	LINDA AVE			45.8	Daylight	-119	8.21	Straight Roadway	Dry	207	293 13682	170	00757	- W 11TH ST	1	Unknown or not definite		1	0	0		Clear
Sideswipe - Overtaking	Drove left of center on two-way road; straddling	7/21/2017		08:00 AM	1750027	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	Not Investigated by Police	00000				45.8	Daylight	-119		Straight Roadway	Dry				00775	13TH PL	2	Unknown or not definite		1		1		Clear
Rear-End	Inattention	6/19/2017		09:00 AM	1749796	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	00701	ELM AVE			45.8	Daylight	-119	8.18	Straight Roadway	Dry	207	293_11223	640	00600	- W 11TH ST	2	No control		1		0		Clear
Rear-End	Reckless Driving (per PAR)	10/31/2017		11:00 AM	1722513	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	06001	1ST PL	1	CROSS	45.8	Daylight	-119	7.42	Intersection	Dry	207	293_12702	0	00975	- ELM AVE	2	Traffic Signals		1	0	0	0	Clear
Turning movement	Improper overtaking	7/28/2017		02:00 PM	1719546	Non-Fatal Injury	From same direction - one turn, one straight	Suspected Minor Injury Crash (B)	State Police - Report received.			3	3-LEG	45.9	Daylight	-119	5.09	Intersection	Dry	207	293_30509	753	00699	-	2	Unknown or not definite		1	0	0	0	Clear
Fixed Object or Other Object	Careless Driving (per PAR)	1/16/2017	Mailbox	09:00 AM	1748614	Property Damage Only	Fixed Object	No Apparent Injury/PDO Crash (O)	State Police - Report received.	01004	W HARTLEY AVE	3	3-LEG	45.8	Daylight	-119		Intersection	Ice		40_30002228	263	00083	NW BUTTE DR	1	Stop Sign		1	0	0	0	Cloudy
Turning Movement	Careless Driving (per PAR)	7/11/2018		04:00 PM	1805301	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	02401	UMATILLA-STANFLD HY	3	3-LEG	45.8	Daylight	-119	7.45	Intersection	Dry	US 395	293_16668		00490	- KELLI BLVD	2	Stop Sign		1	0	0	0	Clear
Turning movement	Careless Driving (per PAR)	10/12/2017	Sliding or swerving due to wet, icy, slippery or loose surface (not gravel)	03:00 PM	1722378	Non-Fatal Injury	Entering at angle - one vehicle stopped	Possible Injury Crash (C)	City Police - Report received	02401	UMATILLA-STANFLD HY	3	3-LEG	45.8	Daylight	-119	7.45	Intersection	Wet	US 395	293_11716	0	00905	- KELLI BLVD	2	Stop Sign		1	0	0	0	Rain
Angle	Driver drowsy/fatigued/sleepy	7/20/2017		05:00 AM	1717766	Non-Fatal Injury	Entering at angle - all others	Suspected Minor Injury Crash (B)	City Police - Report received	08707	W 7TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30000264	7948	00668	HIGHLAND AVE	2	Traffic Signals		1	0	0	0	Clear
Turning movement	Did not yield right-of-way	6/8/2017		10:00 AM	1749695	Property Damage Only	From opposite direction-one left turn,one straight	No Apparent Injury/PDO Crash (O)	County Police - Report received	08711	W 11TH ST	1	CROSS	45.8	Daylight	-119	8.42	Intersection	Dry	207	293 10421	0	00519	- ORCHARD AVE	2	Stop Sign		1	0	0	0	Clear
Turning movement	Did not yield right-of-way	6/5/2017		08:00 AM	1749679	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	02401	UMATILLA-STANFLD HY	3	3-LEG	45.8	Daylight	-119	7.45	Intersection	Dry	US 395	293_11716	0	00513	- KELLI BLVD	2	Stop Sign		1	0	0	0	Clear
Fixed Object or Other Object	Physical illness	5/3/2017	Pole – street light only	01:00 PM	1749558	Property Damage Only	Fixed Object	No Apparent Injury/PDO Crash (O)	On Scene - No report received	08305	E 5TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30004569	449	00407	MAIN ST	1	Stop Sign		1	0	0	0	Clear
Rear-End	Other improper driving	1/14/2017		06:00 PM	1748489	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	08406	SE 6TH ST			45.8	Darkness - with street lights	-119		Straight Roadway	Snow		40_30000280	66.8	00101	JENNIE AVE	2	No control		1		0	0	Unknown
Turning movement	Too fast for conditions (not exceed posted speed)	1/10/2017	Sliding or swerving due to wet, icy, slippery or loose surface (not gravel)	05:00 PM	1748480	Property Damage Only	Entering at angle - one vehicle stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	08711	W 11TH ST	1	CROSS	45.8	Darkness - with street lights	-119	8.42	Intersection	Ice	207	293_10421	0	00045	- ORCHARD AVE	2	Traffic Signals		1	0	0	0	Snow
Angle	Careless Driving (per PAR)	8/5/2017		02:00 PM	1750218	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08703	W 3RD ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30004294	391	00721	LOCUST AVE	2	Stop Sign		1	0	0	0	Clear
Rear-End	Followed too closely	7/4/2017		10:00 PM	1719311	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	08707	W 7TH ST			45.8	Darkness - with street lights	-119	7.58	Straight Roadway	Dry	207	293_17234	54.4	00622	- ELM AVE	2	Unknown or not definite		1	0	0	0	Clear
Angle	Inattention	2/16/2017		08:00 PM	1749118	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08707	W 7TH ST	1	CROSS	45.8	Darkness - with street lights	-119		Intersection	Wet		40_30004157	0	00237	ORCHARD AVE	2	Stop Sign		1	0	0	0	Clear
Fixed Object or Other Object	Other (not improper driving)	1/7/2017	Foreign obstruction/debris in road (not gravel)	03:00 PM	1748455	Property Damage Only	Other object	County Police - Report received				3	3-LEG	45.9	Daylight	-119	2.13	Intersection	Ice		40_30001452	#####	00032	PUNKIN CENTER RD	1	Unknown or not definite		1	0	0	0	Snow
Angle	Careless Driving (per PAR)	5/2/2021		09:00 PM	1950226	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	00149	KELLI BLVD FR RD	4	4-LEG	45.8	Darkness - with street lights	-119	7.46	Intersection	Dry	US 395	293_26492		00313	- UMATILLA-STANFLD HY	2	Stop Sign		1	0	0	0	Clear
Rear-End	Failed to avoid vehicle ahead	1/14/2017		10:00 AM	1748500	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	Not Investigated by Police	01801	ORCHARD AVE			45.8	Daylight	-119	8.4	Straight Roadway	Ice	207	293_11227	275	00067	- W 11TH ST	2	Unknown or not definite		1		0	0	Clear
Turning movement	Careless Driving (per PAR)	10/9/2017		07:00 PM	1722375	Non-Fatal Injury	From same direction - one turn, one straight	Possible Injury Crash (C)	City Police - Report received	08711	W 11TH ST	1	CROSS	45.8	Darkness - with street lights	-119	9.42	Intersection	Dry	207	293_14602	418	00891	- GETTMAN RD	2	Stop Sign		1	0	0	0	Clear
Rear-End	Careless Driving (per PAR)	8/15/2017		06:00 PM	1717916	Non-Fatal Injury	Pedalcyclist	Possible Injury Crash (C)	City Police - Report received					45.9	Daylight	-119	0.06	Straight Roadway	Dry		40_30006004	1269	00754	W THEATER LN	1	Unknown or not definite		1	0	0		Clear
Turning movement	Made improper turn	7/24/2017		01:00 PM	1750054	Property Damage Only	From same direction-all others, including parking	No Apparent Injury/PDO Crash (O)	On Scene - No report received	08707	W 7TH ST			45.8	Daylight	-119	7.77	Driveway or Alley	Dry	207	293_17234	1086	00686	- ELM AVE	2	No control		1		0		Clear
Angle	Passed stop sign or red flasher	10/14/2017		04:00 PM	1750958	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	01506	MCNARY ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30005464	691	00916	DOGWOOD AVE	2	Stop Sign		1	0	0		Clear
Miscellaneous	Other (not improper driving)	7/19/2017	Deer or elk, wapiti	04:00 AM	1750021	Property Damage Only	Animal	No Apparent Injury/PDO Crash (O)	Not Investigated by Police					45.8	Darkness - no street lights	-119	1000	Straight Roadway	Dry				00664	FEEDVILLE RD	1	Unknown or not definite		1		1		Clear
Fixed Object or Other Object	Careless Driving (per PAR)	7/6/2017	Hydrant	07:00 PM	1774898	Property Damage Only	Fixed Object	No Apparent Injury/PDO Crash (O)	City Police - Report received	02209	SMITH LN			45.9	Daylight	-119		Driveway or Alley	Dry		40_30000315	1287	00628	W 11TH ST	1	No control		1		0	0	Clear
Rear-End	Followed too closely	5/26/2017		09:00 AM	1719492	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	06001	1ST PL	1	CROSS	45.8	Daylight	-119	7.42	Intersection	Dry	207	293_12702	0	00467	- ELM AVE	2	Traffic Signals		1	0	0	0	Clear
Sideswipe - Overtaking	Too fast for conditions (not exceed posted speed)	2/6/2019	Vertical grade / hill present at crash location	08:00 AM	1859880	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	02401	UMATILLA-STANFLD HY	3	3-LEG	45.8	Daylight	-119	7.46	Intersection	Ice	US 395	293_26493		00192	- KELLI BLVD FR RD	2	Stop Sign		1	0	0	0	Clear
Turning movement	Made improper turn	11/28/2017		04:00 PM	1774875	Property Damage Only	Entering at angle - one vehicle stopped	No Apparent Injury/PDO Crash (O)	City Police - Report received	00140	SW COTTONWOOD DR			45.8	Dusk (Twilight)	-119		Driveway or Alley	Wet		40_30004552	1070	01050	S 1ST ST	2	No control		1	0	0	0	Rain
Fixed Object or Other Object	Defective steering mechanism	12/10/2017	Hydrant	12:00 AM	1751444	Property Damage Only	Fixed Object	No Apparent Injury/PDO Crash (O)	City Police - Report received	00602	DIVISION AVE			45.8	Darkness - with street lights	-119	8.82	Straight Roadway	Dry	207	293_12704	821	01108	- W 11TH ST	1	No control		1		0	0	Clear
Fixed Object or Other Object	Careless Driving (per PAR)	9/15/2019	Cut slope or ditch embankment	08:00 AM	1862000	Property Damage Only	Fixed object	No Apparent Injury/PDO Crash (O)	City Police - Report received	02401	UMATILLA-STANFLD HY	3	3-LEG	45.8	Daylight	-119	7.46	Intersection	Dry	US 395	293_26492		00709	- KELLI BLVD FR RD	1	No control		1		0	0	Clear
Sideswipe - Overtaking	Improper change of traffic lanes	9/20/2017		03:00 PM	1750562	Property Damage Only	From same direction - both going straight	No Apparent Injury/PDO Crash (O)	City Police - Report received	02401	UMATILLA-STANFLD HY			45.8	Daylight	-119		Straight Roadway	Dry		40_30006130	5189	00838	HIGHLAND AVE	2	Right Turn Green Arrow, Lane Markings, or Signal		1		0	0	Clear
Turning movement	Did not yield right-of-way	1/3/2017		05:00 PM	1748400	Property Damage Only	Entering at angle - all others	No Apparent Injury/PDO Crash (O)	City Police - Report received	08711	W 11TH ST	1	CROSS	45.8	Darkness - with street lights	-119	8.07	Intersection	Ice	207	293_11223	0	00094	- ELM AVE	2	Stop Sign		1	0	0	0	Snow
Rear-End	Reckless Driving (per PAR)	6/4/2017	Mailbox	05:00 AM	1717470	Non-Fatal Injury	Parked motor vehicle	Possible Injury Crash (C)	City Police - Report received	08706	W 6TH ST			45.8	Dawn (Twilight)	-119		Straight Roadway	Dry		40_30002862	320	00503	HERMISTON AVE	2	Unknown or not definite		1		0	0	Clear
Turning movement	Did not yield right-of-way	1/12/2017	Sliding or swerving due to wet, icy, slippery or loose surface (not gravel)	05:00 PM	1718380	Non-Fatal Injury	From opposite direction-one left turn,one straight	Suspected Minor Injury Crash (B)	On Scene - No report received	01304	KELLI BLVD			45.8	Darkness - no street lights	-119	7.46	Driveway or Alley	Ice	US 395	293 11716	53.1	00055	- UMATILLA-STANFLD HY	2	Left Turn Green Arrow, Lane Markings, or Signal		1		0		Clear
Rear-End	Failed to avoid vehicle ahead	1/16/2017	Sliding or swerving due to wet, icy, slippery or loose surface (not gravel)	03:00 PM	1718399	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	City Police - Report received	06001	1ST PL	1	CROSS	45.8	Daylight	-119		Intersection	Ice		40_30002530	839	00085	ELM AVE	2	Traffic Signals		1	0	0	0	Clear
Turning movement	Reckless Driving (per PAR)	9/10/2017		03:00 PM	1750501	Property Damage Only	Parked motor vehicle	No Apparent Injury/PDO Crash (O)	City Police - Report received	08706	W 6TH ST	1	CROSS	45.8	Daylight	-119		Intersection	Dry		40_30004508	333	00837	MADRONA AVE	2	Stop Sign		1	0	0	0	Clear
Rear-End	Failed to avoid vehicle ahead	1/14/2017		02:00 PM	1717272	Non-Fatal Injury	From same direction - one stopped	Possible Injury Crash (C)	Not Investigated by Police	00000				45.8	Daylight	-119		Driveway or Alley	Ice				00068	HERMISTON AVE	2	Unknown or not definite		1		1		Clear
Backing	Careless Driving (per PAR)	2/22/2017		12:00 PM	1718654	Non-Fatal Injury	Entering at angle - all others	Possible Injury Crash (C)	City Police - Report received	02102	RIDGEWAY AVE			45.8	Daylight	-119	8.53	Driveway or Alley	Dry	207	293_13683	325	00247	- W 11TH ST	2	Unknown or not definite		1	0	0	0	Clear
Sideswipe - Meeting	Drove left of center on two-way road; straddling	1/16/2017	Snow Bank	10:00 AM	1717283	Non-Fatal Injury	From opposite direction - both going straight	Possible Injury Crash (C)	City Police - Report received	00206	BUTTE DR			45.8	Daylight	-119		Straight Roadway	Ice		40_30003049	381	00081	HERMISTON AVE	2	Unknown or not definite		1	0	0

Oregon
Tina Kotek, Governor

Department of Transportation
Policy, Data and Analysis Division
355 Capitol St NE, MS 42
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Phone: (503) 302-6095

Date: June 17, 2025
To: Project Management Team | Umatilla County
From: Leia Kagawa, P.E. | Senior Transportation Analyst
Transportation Planning Analysis Unit (TPAU)
Subject 5B-22 Umatilla County TSP Crash Analysis

The purpose of this memorandum is to document existing safety issues on roadways for the Umatilla County Transportation System Plan (TSP), particularly the twenty-four study intersections, see Exhibit 1 for an overview or Appendix for more details. The study area excluded eleven urban growth boundaries (UGB) in the county: Adams, Athena, Echo, Helix, Hermiston, Milton-Freewater, Pendleton, Pilot Rock, Stanfield, Ukiah, and Umatilla. The ongoing Umatilla County Transportation Safety Action Plan (TSAP)[1] identifies potential countermeasures for roadway departures and intersection crashes and should be referenced when developing build alternatives.

Crash Analysis

Crash deficiencies should be addressed within the build alternatives. The crash analysis is based off the official reported crashes submitted to ODOT's Crash Analysis and Reporting Unit (CARU) for the study for 2017 - 2019, 2021, and 2022, see Appendix for crash data. Note that data from 2020 was excluded due to travel patterns impacted by the COVID-19 pandemic. These impacts resulted in abnormal traffic volumes, destinations and trends that should not be factored in the typical crash analysis.

Crash Analysis Summary

The following sections summarize crash analysis statistics in the study area.

For the analyzed years, there were 2,229 reported crashes in the study area. Within the study area, 402 (18%) were in the urban fringe and 142 (6%) were associated with the twenty-four study intersections. There were 142 crashes resulting in fatalities or severe injuries. These will be discussed at the end of this report.

These crashes mostly occurred in dry, daytime conditions (Table 1), and most often in the late autumn and winter months (Table 2).

Table 1: Study Intersections – Fair Conditions

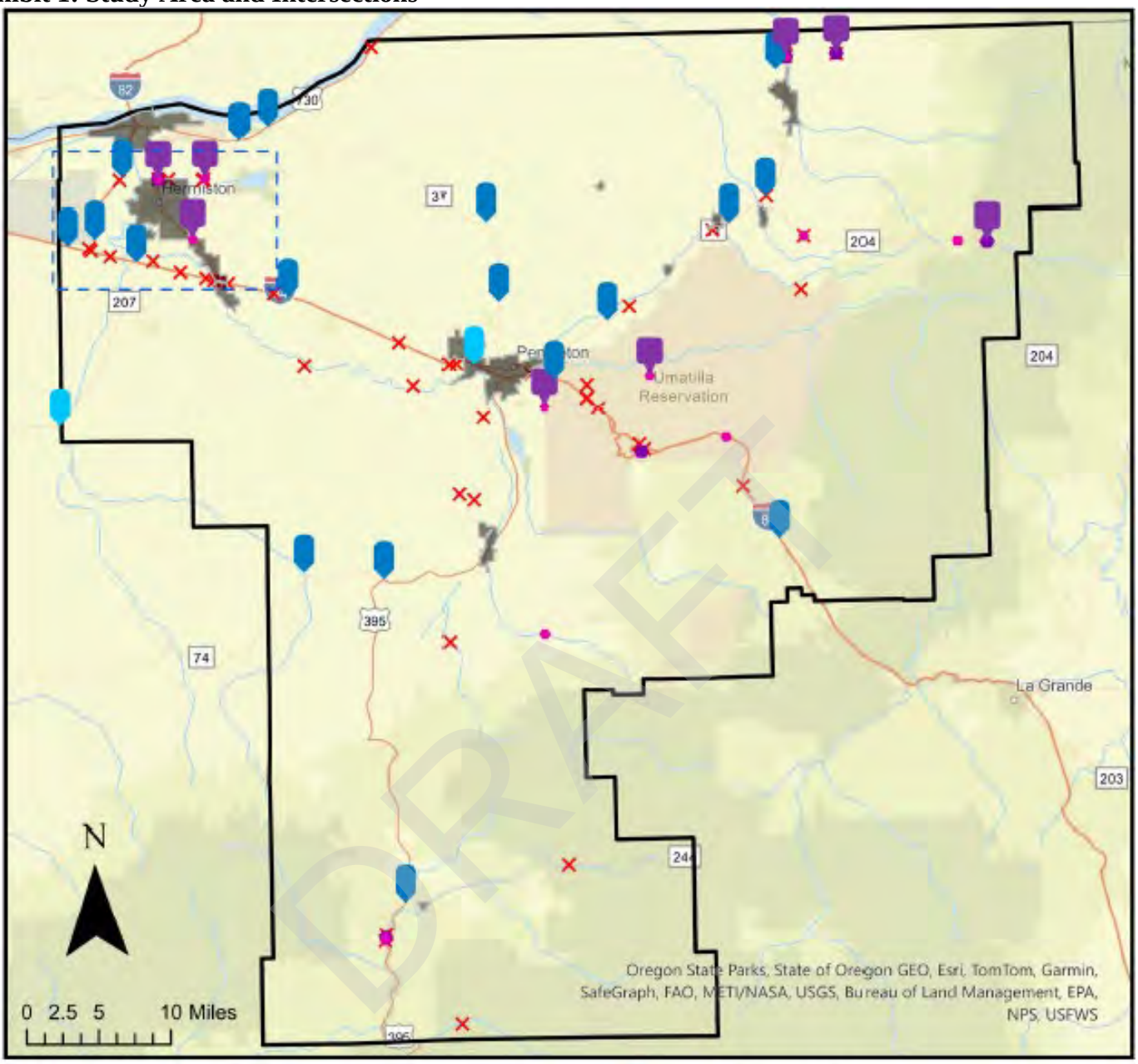
Fair Condition	Study Intersections		Study Area	
	Count	Percent	Count	Percent
Clear or Cloudy Weather	102	73%	1,599	72%
Dry Road Surface	85	61%	1,347	62%
Daylight	75	53%	1,260	57%

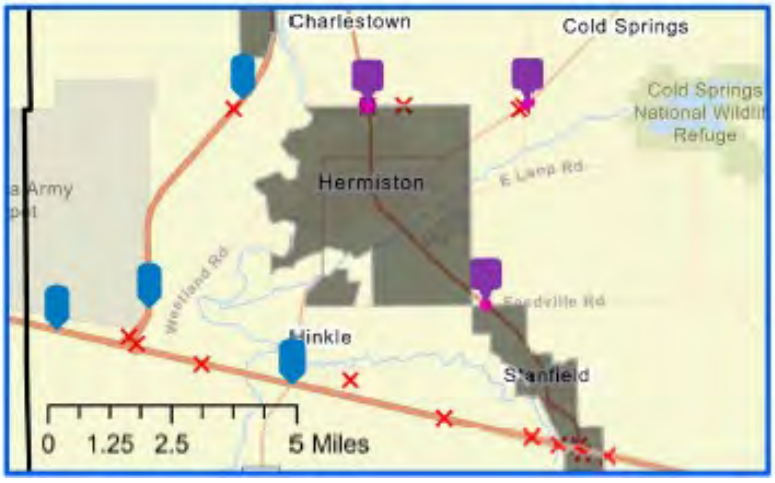
Most crashes occur during typical morning commuting (6-9 AM) and evening commuting (3-6 PM) hours, 20% and 25% respectively. In line with the commuting crash trends, weekdays experienced more crashes (Table 3). 74% of crashes with posted speed limits[2] occurred on high-speed routes, >=55 MPH.

[1] TBD

[2] All crash records include time, date, crash type, number of persons suspected involved and severity of injury, but may not have all other data fields complete

Exhibit 1: Study Area and Intersections





Legend

- **Study Intersection**
- **Study Intersections #7 and #14***
- **SPIS Intersection**
- **Top 10% SPIS Segments**
- **Top 5% SPIS Segments**
- **Fatal Crash Location**
- **Urban Growth Boundary**
- **Umatilla County Limits**

** Study Intersections #7 & #14 are outside the described study area. They are located within Morrow County and City of Pendleton UGB*

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Table 2: Crashes by Season

Season	Spring Mar.-May	Summer June-Aug.	Autumn Sept.-Nov.	Winter Dec.-Feb.
Percent of Crashes	**20%**	**22%**	**25%**	**34%**

Table 3: Crashes by Day of the Week

Day of Week	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Percent of Crashes	17%	13%	13%	15%	16%	13%	12%

Crash Types

The crashes in the study area represent typical crashes for rural or urban-fringe areas with an interstate with high truck volumes. Crash type, as defined by CARU, identifies the first harmful event while collision type identifies the first impact. Table 4 lists the collision type by year and the top five collision types are described in the list below. These collision types are generally caused by motorists' inattention or driving at inappropriate speeds for the conditions in rural areas.

- Fixed or other object collisions occur when a vehicle strikes a non-vehicular object on or off the roadway.
- Non-collisions typically involve only one vehicle and cannot be classified as other collisions[3]. These crashes are often vehicle rollovers.
- Rear-ends occur when a vehicle collides into a vehicle travelling in the same direction. At interstate ramps, rear-end collisions are generally caused by queues extending from the ramps to the mainline.
- Miscellaneous collisions include crashes with animals or lost loads.
- Turning and angle collisions are caused by motorists taking improper gaps in traffic or failing to yield.

Table 4: All Crashes by Collisions Type and By Year

Crash Type[3]	2017 Count	2017 (%)	2018 Count	2018 (%)	2019 Count	2019 (%)	2021 Count	2021 (%)	2022 Count	2022 (%)
Miscellaneous	48	*10%*	52	*13%*	47	*12%*	36	*8%*	35	*7%*
Backing	4	*1%*	3	*1%*	2	*1%*	3	*1%*	2	*0%*
Pedestrian	3	*1%*	2	*0%*	1	*0%*	1	*0%*	1	*0%*
Angle	17	*3%*	14	*3%*	21	*5%*	16	*4%*	28	*6%*
Head-on	7	*1%*	3	*1%*	6	*2%*	10	*2%*	4	*1%*
Rear-End	58	*12%*	71	*18%*	57	*14%*	64	*14%*	86	*18%*
Sideswipe Meeting	8	*2%*	8	*2%*	10	*3%*	8	*2%*	8	*2%*
Sideswipe Overtaking	40	*8%*	26	*6%*	34	*9%*	20	*4%*	35	*7%*
Turning	43	*9%*	39	*10%*	40	*10%*	42	*9%*	51	*11%*
Parking	0	*0%*	1	*0%*	0	*0%*	0	*0%*	1	*0%*
Non-Collision	77	*15%*	55	*14%*	20	*5%*	81	*18%*	113	*23%*
Object (Fixed)	198	*39%*	129	*32%*	156	*40%*	166	*37%*	118	*24%*
Subtotal:	**503**		**403**		**394**		**447**		**482**	

[3] ODOT 2023 Motor Vehicle Traffic Crash Analysis and Code Manual

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The ODOT Safety Priority Index System (SPIS) is a systematic method used for identifying safety issues for public roadways for further investigation. SPIS scores are calculated based on the frequency, rate, and severity of three years of crash data. Sites within the top ten percent typically have good potential for cost effective safety improvements, while the top five percent locations may require more costly solutions. According to ODOT's SPIS System User Guide[4], SPIS scores should not be used to prioritize projects.

There are several SPIS sites in the study area, see Appendix. To avoid the over-representation of a crash at a location, SPIS scores over multiple years should be compared. Table 5 lists locations that are identified multiple times as a top five and ten percent of all one-tenth mile segment for all state or non-state facilities for analysis years 2017-2018 and 2022. Of the eight recurring SPIS site locations, none are at study intersections.

Table 5: Top 5 & 10% SPIS locations in multiple SPIS reports

	Road	Cayuse Rd	OR11	OR204	OR237	US395	US395	I-84	US395
	Cross Road	Fowler Ln	Crockett Rd	McIntyre Rd	Pierce	Feedville Rd	Punkin Center Rd	223.54 to 223.64	53.25 to 53.33
	Type*	3ST w/out signs	4ST (5-lane OR11)	4ST (1-leg private)	4ST	4ST (5-lane US395)	4SG	Segment	Segment
2021 report	ADT*	200	11,925	850	3,125	7,175	12,400	325	325
	%	90	95	95	90	90	95	90	90
	Score	47.39	62.83	64.89	46.34	53.39	65.25	46.22	46.22
	Crashes	2	5	4	2	5	13	2	2
	Fatalities	1	1	0	0	0	1	1	1
2022 report	ADT	225	12,650	900	3,300	7,550	13,150	-	-
	%	90	95	95	90	90	95	-	-
	Score	46.79	62.63	64.52	51.56	49.58	67.53	-	-
	Crashes	2	7	4	3	4	12	-	-
	Fatalities	1	0	0	0	0	1	-	-
2023 report	ADT	-	16,250	925	2,400	7,750	14,500	275	275
	%	-	95	95	95	90	95	95	95
	Score	-	61.91	59.67	58.35	45.59	64.49	63.11	63.11
	Crashes	-	9	6	4	3	13	2	2
	Fatalities	-	0	0	0	0	0	1	1

* **3ST**=three leg intersection with stop controlled minor street, **4ST**=four leg intersection with stop controlled minor streets, **4SG**=four leg intersection controlled by a signal, **ADT**=Average daily Traffic Volume

Crash Type Analysis

Over-represented crash types were identified through the Highway Safety Manual Part B screening critical crash rate (CCR), and excess proportion of specific crash types (EP) methodologies[5]. The critical crash rate method calculates a statistical threshold to compare against observed crash rates (OCR) at a location to a group of similar locations known as reference populations—minimum of five sites for CCR and EP analysis, and two crashes per for EP analysis. Excess proportion suggests the likelihood that a site will benefit from countermeasures targeted at the collision type under consideration—an example is provided later in this section.

[4] Safety Priority Index System (SPIS), Oregon Adjustable Safety Index, and Crash Summary Reports System User Guide

[5] Highway Safety Manual (HSM) 2010 4-52

For this project, two thresholds were compared: Oregon statewide 90th for intersections percentile crash rate[6] (OR 90th% CR), Oregon five-year Table II crash rate[7] (Tbl-II CR), and a reference population critical crash rate (CCR). When the observed crash rates exceed a threshold, it suggests that the location has a higher risk of crashes based on its characteristics, compared to the reference population. Half-mile segments were used for EP analysis due to side street frequency, and segments with two or less crashes were excluded. The "Fixed/other object" was identified as the most common collision type for both segment and intersections based on EP.

Table 7 flags intersections that meet or exceed either their OR 90th% CR or CCR, and Table 8 flags intersections that meet or exceed their Tbl-II CR or CCR. A total of seventy-three intersections were flagged for EP. Tables 9-11 flags intersections based on the EP analysis for: study intersections, highest probability/risk, and multiple crash types respectively. Table 12 flags segments based on EP. For both CCR and EP segment analysis, many half-mile segments are contiguous. Tables 8 and 12 are compressed from seventy-four to twenty, and fifty-one to twenty-three segments respectively. See the appendix for the results of the CCR analysis on all the study intersections and segments.

Example Countermeasure Selection

The Westland Rd / Bridge Rd intersection is flagged for an excess proportion (EP) of turn-movement (TM) related crashes, see Table 10. The probability scores of 1.00 means that it is 100% likely that the long-term EP of TM crashes is greater than the threshold proportion. The EP score of 0.395 is the difference between the observed crash and the threshold proportion for the reference population.

This 3-leg intersection is in a suburban area just west of the City of Hermiston's Urban Growth Boundary (UGB). The intersection is unlit and skewed. The topography and foliage at this location obstruct motorists on Bridge Rd's line of sight of eastbound traffic on Westland Rd, see Exhibit 2. Table 6 lists potential countermeasures from ODOT's Crash Reduction Factor Manual[8]. Although not in an urban location, installing a right-in right-out operation (ID I34) should also be considered, due to the skew and nearby connections of Bridge Rd with Ternes Ln or Powerline Rd, see Exhibit 3 or Appendix for better detail.

Table 6: Example Countermeasures for Westland Rd / Bridge Rd Intersection

ID	Description	Crash Reduction Factor (%)
H29	Install Lighting at Intersection	38
H60	Reduce Intersection Skew Angle	~32 (based on existing (20°) and potential (90°) angle

Exhibit 2: Bridge Rd's sightline of Westland EB



Exhibit 3: Westland / Bridge intersection Aerial



[6] Assessment of Statewide Intersection Safety Performance (SPR 667)
[7] ODOT State Highway Crash Rate Table II 5-Year Comparison
[8] ODOT's All Road Transportation Safety (ARTS) Program Crash Reduction Factor Manual

Table 7: Intersections Flagged for Critical Crash Rate (CCR)

#	Reference	Location	All Crashes			Fatal & Severe Injuries	
			OR 90th% CR	CRR	OCR	$CCR_{InjF/A}$	$OCR_{InjF/A}$
	Ramp Intersect	I-84 / Exit 234 SE Intersection	*n/a*	4.76	**10.57**	*n/a*	-
2	On-Ramp	I-82 / Exit 10 SB On-Ramp	*n/a*	0.51	**0.88**	*n/a*	**0.879**
	Off-Ramp	I-82 to I-84 SB Off-Ramp	*n/a*	0.64	**0.94**	*n/a*	-
		I-84 / Exit 228 NW Off-Ramp	*n/a*	0.71	**2.09**	*n/a*	**2.091**
		I-84 / Exit 234 SE Off-Ramp	*n/a*	0.70	**0.71**	*n/a*	-
		I-84 Deadman NW Off-Ramp	*n/a*	0.70	**0.99**	*n/a*	-
	4ST	Canal / Baxter	1.08	1.88	**1.73**	*n/a*	-
		Eastside / Two Way	1.08	2.25	**2.45**	*n/a*	-
		Feedville / Canal	1.08	1.85	**5.01**	0.418	**5.012**
		Ferndale / Freewater	1.08	1.82	**2.43**	*n/a*	-
		Highland / Edwards	1.08	2.02	**2.99**	0.499	**2.994**
		Hogden / Chuckhole	1.08	3.21	**6.82**	1.137	**6.821**
		OR11 / Ballou	1.08	0.64	0.09	0.015	**0.093**
		OR207 / Canal	1.08	1.13	**2.41**	*n/a*	-
		OR332 / Edwards	1.08	1.51	**2.71**	*n/a*	-
		OR332 / Winesap	1.08	1.05	**1.08**	*n/a*	-
		OR339 / Locust	1.08	1.39	**1.80**	*n/a*	-
		Punkin / Sagebrush	1.08	0.84	**0.95**	*n/a*	-
		US395 / Bensel	1.08	0.69	0.51	0.023	**0.511**
		US395 / Lauback	1.08	0.67	0.20	0.020	**0.199**
	3ST	Cayuse / Fowler	0.48	3.15	**4.38**	1.096	**4.384**
		Cayuse / Jackson	0.48	4.43	**7.51**	1.877	**7.506**
		Edwards / Baxter	0.48	1.78	**2.31**	*n/a*	-
		Mission / 54th	0.48	1.28	**0.72**	*n/a*	-
		Old Hwy / Bensel	0.48	0.89	**0.64**	*n/a*	-
		OR11 / Banister	0.48	0.80	0.42	0.042	**0.419**
		OR11 / OR332	0.48	0.66	0.33	0.017	**0.334**
		OR204 / Chalet	0.48	1.61	**0.63**	*n/a*	-
		OR204 / Giger	0.48	1.51	**0.54**	*n/a*	-
		OR204 / Lower Basket	0.48	1.51	**0.54**	*n/a*	-
		OR204 / McIntyre	0.48	2.58	**12.45**	0.778	**12.453**
17		OR204 / OR11 S Intersection	0.48	1.19	**0.61**	*n/a*	-
		OR207 / County 1207	0.48	0.88	**0.49**	*n/a*	-
		OR332 / Prunedale	0.48	1.20	**1.24**	0.155	**1.243**
		OR332 / Triangle	0.48	1.34	**0.82**	*n/a*	-
		OR334 / Grandview	0.48	2.12	**1.09**	*n/a*	-
		OR334 / OR335	0.48	2.00	**1.95**	*n/a*	-
		OR339 / Cobb	0.48	1.05	**0.65**	*n/a*	-
		Punkin / Chart	0.48	1.01	**0.58**	*n/a*	-
		Powerline / Ptl	0.48	1.02	**0.59**	*n/a*	-
		Tutuilla / McKay	0.48	1.77	**1.52**	*n/a*	-
10		US730 / OR37	0.48	0.92	**0.29**	0.072	**0.288**
		Westland / Bridge	0.48	0.84	**1.73**	*n/a*	-
		Westland / County 1232	0.48	0.98	**1.22**	*n/a*	-

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Table 8: Compressed Segments Flagged for Critical Crash Rate (CCR)

Reference Population	Location	Length (Miles)	All Crashes			Fatal & Severe Injuries	
			Tbl-II CR	CCR	OCR MAX	$CCR_{InjF/A}$	$OCR_{InjF/A}$
Interstate AADT <17k	I-82 (MP 3.5-6.0)	2.50	0.37	0.79	**1.02**	n/a	n/a
	I-84 (MP 182.61-185.11)	2.50	0.37	0.80	**0.49**	n/a	n/a
	I-84 (MP 187.61-188.11)	0.50	0.37	0.80	**0.49**	n/a	n/a
Interstate AADT >=17k	I-84 (MP 179.61-180.11)	0.50	0.37	0.66	**0.49**	n/a	n/a
	I-84 (MP 191.61-193.11)	1.50	0.37	0.66	**0.89**	n/a	n/a
	I-84 (MP 194.11-195.11)	1.00	0.37	0.66	**0.94**	n/a	n/a
	I-84 (MP 196.11-198.11)	2.00	0.37	0.66	**0.65**	n/a	n/a
	I-84 (MP 200.61-201.11)	0.50	0.37	0.66	**0.41**	n/a	n/a
Urban Principal Arterial	OR204 (MP 18.75-19.25)	0.50	0.65	3.00	**2.74**	n/a	n/a
	OR207 (MP 10.54-11.04)	0.50	0.65	1.49	**0.71**	n/a	n/a
	US395 (MP 1.9-3.9)	2.00	0.65	1.43	**3.06**	n/a	n/a
Rural Principal Arterial	OR11 (MP 1.65-2.15)	0.50	0.73	1.84	**0.87**	n/a	n/a
	US395 (MP 4.4-5.9)	1.50	0.73	1.75	1.71	n/a	n/a
Rural Minor Arterial	OR 207 (MP 12.54-13.04)	0.50	1.08	3.17	**2.00**	n/a	n/a
	OR207 (MP 24.54-25.04)	0.50	1.08	3.51	**3.54**	n/a	n/a
	OR331 (MP 1.0-2.0)	1.00	1.08	3.07	**7.29**	n/a	n/a
Collector	OR332 (MP 0.16-0.66)	0.50	0.73	7.05	**4.74**	n/a	n/a
	OR332 (MP 5.66-7.16)	1.50	0.73	4.53	**2.83**	n/a	n/a
	OR339 (MP 0.5-2.0)	1.50	0.73	4.58	**4.42**	n/a	n/a
	Mission RD (MP 0.3-1.3)	1.00	0.73	4.24	**1.13**	n/a	n/a

Table note: *The Observed Crash Rate (OCR) used in this table is the maximum observed over the continuous segment, see Appendix for more detail. The 20 continuous segments above were compressed from 7-4 half-mile segments.*

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Table 9: Study Intersections Flagged for Excess Proportion of Specific Crash Types (EP)

#	Reference Population	Location	Probability *(Excess Proportion)*					
			Angle	Fix / Other Object	Turn Movement	Rear End	Non Collision	Sideswipe Over-taking
1	Off-Ramp	I-82 / Exit 10 SB Off-Ramp					1.00 *(0.56)*	
		I-82 / Exit 10 NB Off-Ramp					0.90 *(0.10)*	0.96 *(0.15)*
	On-Ramp	I-82 / Exit 10 SB On-Ramp		0.99 *(0.27)*				
	Ramp Intersection	I-82 / Exit 10 W Intersection		0.99 *(0.45)*				
		I-82 / Exit 10 E Intersection		0.96 *(0.30)*				
2	On-Ramp	I-82 / Exit 5 SB On-Ramp					0.98 *(0.16)*	
3	Off-Ramp	I-84 / Exit 177 NW Off-Ramp				0.99 *(0.50)*		
4	On-Ramp	I-84 / Exit 180 SE On-Ramp				1.00 *(0.85)*		
5	Ramp Intersection	I-84 / Exit 182 S Intersection			1.00 *(0.44)*			
		I-84 / Exit 182 N Intersection				0.93 *(0.05)*		
8	Off-Ramp	I-84 / Exit 202 NW Off-Ramp					0.99 *(0.81)*	
	On-Ramp	I-84 / Exit 202 NW On-Ramp					0.99 *(0.26)*	
9	3ST	US730 at OR207		1.00 *(0.69)*				
14	3ST	US730 at OR207		1.00 *(0.69)*				
		OR207 at County 1207				0.99 *(0.49)*		
	4ST	OR207 at Canal	0.99 *(0.21)*					
		OR207 at County 1211			0.99 *(0.32)*			
	Ramp Intersection	I-84 / Exit 182 S Intersection			1.00 *(0.44)*			
		I-84 / Exit 182 N Intersection				0.93 (0.05)		
22	On-Ramp	I-84 / Exit 213 SE On-Ramp				1.00 *(0.85)*		

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Table 10: Intersections with Highest 10 Probabilities for Excess Proportion of Specific Crash Types (E

Reference Population	Location	Probability *(Excess Proportion)*					
		Angle	Fix / Other Object	Turn Movement	Rear End	Other	Sideswipe Overtaking
On-Ramp	I-84 / Exit 224 SE On-Ramp					1.00 *(0.423)*	
On-Ramp	I-84 / Exit 179 NW On-Ramp*					1.00 *(0.523)*	0.969 *(0.259)*
3ST	Westland Rd / Bridge Rd			1.00 *(0.395)*			
3ST	OR11 / OR332 *(offset from OR11/Banister below)*			1.00 *(0.37)*			
3ST	US395 / Robnett St			1.00 *(0.77)*			
3ST	US395 / Sturgis Rd			1.00 *(0.437)*			
3ST	OR11 / Banister Rd *(offset from OR11/OR332 above)*			1.00 *(0.27)*			
Off-Ramp	I-84 / Exit 228 NW Off-Ramp				1.00 *(0.421)*		
4ST	Ferndale Rd / Freewater Hwy**		1.00 *(0.835)*				
4ST	OR332 / Edwards Rd	0.999 *(0.763)*					

**Location has multiple EP flags and one of the highest probabilities, see table 10.*
***By an Elementary School*

Table 11: Intersections with Multiple Flagged for Excess Proportion of Specific Crash Types (EP)

Reference Population	Location	Probability *(Excess Proportion)*					
		Angle	Turn Movement	Rear End	Non Collision	Other	Sideswipe Overtaking
On-Ramp	I-84 / Exit 179 NW On-Ramp*					1.00 *(0.523)*	0.969 *(0.259)*
4ST	E Punkin Center Rd / Sagebrush Rd	0.992 *(0.263)*	0.973 *(0.155)*				
On-Ramp	I-84 / Exit 179 SE On-Ramp				0.969 *(0.09)*		0.958 *(0.192)*
Off-Ramp	I-84 Deadman NW Off-Ramp			0.966 *(0.199)*			0.928 *(0.09)*
Off-Ramp	I-82 / Exit 10 NB Off-Ramp**				0.9 (0.097)		0.961 *(0.154)*

**Location has multiple EP flags and one of the highest probabilities, see table 9.*
***Study Intersection #1*

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Table 12: Compressed Segments Flagged for Excess Proportion of Specific Crash Types (EP)

Reference Population	Location	Length (Miles)	Probability$_{MAX}$ *(Excess Proportion)*						
			Angle	Fixed / Other Object	Turn Movement	Rear-End	Non-Collision	Other	Sideswipe Over-taking
Rural Principal Arterial	OR11 (MP 1.65-2.15)	0.50		0.99 (0.53)					
	OR11 (MP 21.65-22.15)	0.50			0.95 (0.64)				
	OR11 (MP 32.15-32.65)	0.50			0.98 (0.44)				
Rural Minor Arterial	OR207 (MP 11.54-12.04)	0.50				1.00 (0.74)			
	OR207 (MP 24.54-25.04)	0.50			0.98 (0.1)				
	OR331 (MP 1.5-3)	1.50			1.00 (0.27)	0.99 (0.41)			
Collector	OR332 (MP 0.16-0.66)	0.50	1.00 (0.73)						
	OR332 (MP 6.16-7.16)	1.00	1.00 (0.4)						
	OR339 (MP 1-2)	1.00		0.99 (0.42)					
Rural Principal Arterial	US395 (MP 0.9-3.9)	3.00		0.94 (0.11)	0.94 (0.18)	0.99 (0.99)		0.98 (0.19)	0.97 (0.09)
	US395 (MP 4.4-5.9)	1.50		0.99 (0.99)				1.00 (0.64)	
Interstate AADT >=17k	I-84 (MP 177.61-181.11)	3.50			1.00 (0.3)	0.97 (0.49)	0.97 (0.2)	1.00 (0.4)	1.00 (0.55)
	I-84 (MP 182.61-184.11)	1.50			1.00 (0.46)			1.00 (0.57)	
	I-84 (MP 184.61-186.11)	1.50			1.00 (0.25)		0.97 (0.2)		
	I-84 (MP 187.61-188.61)	1.00					0.98 (0.3)		
	I-84 (MP 189.61-191.11)	1.50							1.00 (0.38)
	I-84 (MP 191.61-195.11)	3.50		0.96 (0.24)		1.00 (0.39)	0.98 (0.14)	1.00 (0.24)	0.99 (0.15)
	I-84 (MP 196.11-196.61)	0.50		0.99 (0.41)					
	I-84 (MP 197.61-198.11)	0.50		0.93 (0.2)					
	I-84 (MP 200.61-201.61)	1.00				0.96 (0.25)	0.98 (0.47)		
Collector	Bridge Rd (MP 1.53-2.03)	0.50	1.00 (0.48)						
	Feedville Rd (MP 18.48-18.98)	0.50		0.97 (0.58)					
	Punkin Center Rd (MP 1-1.5)	0.50	0.99 (0.23)						

Table note: *The Probability and Excess Proportions shown are the maximum within the continuous segment, see Appendix for more detail. The 23 continuous segments above were compressed from 51 half-mile segments.*

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Fatal and Serious Injury Crashes

Approximately 142 (6%) of the crashes in the study area resulted in fatalities or serious injuries. Of those crashes, the majority were experienced in Summer and/or Thursday, see Tables 12 and 13. Table 14 is like Table 2 but focuses on crashes that result in fatal or serious injuries.

Table 12: Fatal or Serious Injury (F&A) Crashes by Season

Season	Spring Mar.-May	Summer June-Aug.	Autumn Sept.-Nov.	Winter Dec.-Feb.
Percent of Crashes	**20%**	**22%**	**25%**	**34%**

Table 13: Fatal or Serious Injury (F&A) Crashes by Day of the Week

Day of Week	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Percent of K&A Crashes	11%	13%	13%	22%	15%	15%	11%
Percent of All Crashes	0.7%	0.8%	0.8%	1.4%	0.9%	1.0%	0.7%

Table 14: Fatal or Serious Injury (F&A) Crashes by Collision Type and Year

Crash Type	2017 Count	(%)	2018 Count	(%)	2019 Count	(%)	2021 Count	(%)	2022 Count	(%)
Miscellaneous	1	*7%*	1	*3%*	0	*0%*	1	*3%*	3	*8%*
Backing	0	*0%*	0	*0%*	0	*0%*	0	*0%*	0	*0%*
Pedestrian	1	*7%*	2	*7%*	0	*0%*	0	*0%*	0	*0%*
Angle	1	*7%*	0	*0%*	1	*4%*	2	*6%*	2	*5%*
Head-on	2	*13%*	0	*0%*	1	*4%*	3	*9%*	3	*8%*
Rear-End	0	*0%*	8	*28%*	3	*11%*	7	*21%*	7	*19%*
Sideswipe Meeting*	1	*7%*	1	*3%*	1	*4%*	1	*3%*	0	*0%*
Sideswipe Overtaking	1	*7%*	1	*3%*	1	*4%*	0	*0%*	1	*3%*
Turning	0	*0%*	1	*3%*	4	*15%*	4	*12%*	4	*11%*
Parking	0	*0%*	0	*0%*	0	*0%*	0	*0%*	0	*0%*
Non-Collision	4	*27%*	5	*17%*	4	*15%*	5	*15%*	11	*30%*
Object (Fixed)	4	*27%*	10	*34%*	12	*44%*	11	*32%*	6	*16%*
Subtotal:	**15**		**29**		**27**		**34**		**37**	

The following are brief summaries of all 142 observed fatalities and severe injury crashes at thirty-eight locations in the study area:

ODOT Interstate Facilities:

1) SB I-82 / Exit 10 On-Ramp – One crash with serious injuries to a collision with an object.
   - On a Saturday afternoon in June, a vehicle crashed into a traffic delineator due to reckless driving. It was a clear day and the pavement was dry.

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2) SB I-82 / Exit 5 North Intersection Off-Ramp by Powerline Rd – One crash with serious injuries due to a non-collision.
   - On a Friday morning in August, a vehicle drove into a ditch due to speeding. It was a clear day and the pavement was dry.

3) SB I-82 / Exit 5 On-Ramp – One fatal crash occurred due to a non-collision.
   - On a Tuesday at dusk in May, a vehicle drove in into the interstate median due to improper driving. It was raining, the pavement was wet and gusty.

4) SB I-82 / Off-Ramp to NW I-84 – One fatal crash occurred due to a collision with an object.
   - On a late Friday evening in April, a vehicle drove into a sign due to improper driving. It was clear, the pavement was dry, and it was dark without lighting.

5) SE I-84 / Exit 179 Off-Ramp – One crash with serious injuries due to a sideswipe collision.
   - On a Thursday around midnight in February, a vehicle crashed into another while passing another. It was raining, the pavement was icy, and it was dark without streetlights.

6) SE I-84 / Exit 180 On-Ramp – One crash with serious injuries occurred due to a rear-end collision.
   - On a Saturday afternoon in July, a vehicle crashed into another due to inattention. It was a clear day and the pavement was dry.

7) I-84 / Exit 188 North Intersection by US395 – One fatal crash with due to a turning movement collision.
   - On an early Saturday afternoon in October, a vehicle driving too fast for conditions crashed into a turning vehicle. It was a clear day and the pavement was dry. Note that the overpass's vertical grade from the overpass is roughly 5%.

8) I-84 / Exit 188 South Intersection by Thielsen Rd – One crash with a fatality and one with serious injuries
   - On an early Tuesday afternoon in March, a fatal crash occurred due to an inattentive driver collided into a turning vehicle. It was on a clear day, and the pavement was dry.
   - On a late Monday evening in November, a crash resulting in serious injuries occurred when a physically ill motorist collided into a guardrail. It was a clear day, the pavement was dry, and it was dark without streetlights.

9) NW I-84 / Exit 199 Off-Ramp – One crash with serious injuries due to a non-collision.
   - On an early Thursday morning in November, a vehicle overturned due to driving too fast for conditions. It was a cloudy day, the pavement was icy, and it was dark without streetlights.

10) SE I-84 / Exit 213 On-Ramp – One crash with serious injuries due to a rear-ending.
   - On a late Wednesday morning in August, a crash involving three vehicles occurred when an inattentive motorist rear-ended another vehicle. It was a clear day and the pavement was dry.

11) SE I-84 / Exit 216 On-Ramp – One fatal crash due to a head-on collision.
   - On a Friday evening in July, a vehicle drove into another and ejected the driver. It was a clear day, the pavement was dry, and it was still light.

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12) I-84 / Exit 216 North intersection by OR331 – One crash with a fatality and one with serious injuries.
    - On a Thursday morning in August, a fatal crash occurred when a motorist drove into a ditch due to driving too fast for the conditions. It was a clear day, the pavement was dry, and it was dark without streetlights.
    - On an early Saturday afternoon in May, a crash resulting in serious injury occurred when a motorist did not yield right-of-way to a pedestrian. It was a clear day and the pavement was dry.
13) I-84 / Exit 216 South Intersection by OR331 – One crash with serious injuries due to a rear-ending.
    - On a Thursday afternoon in September, a motorist collided with another vehicle when they failed to avoid the vehicle ahead. It was a clear day and the surface was dry.
14) NW I-84 / Exit 228 Off-Ramp – One crash with serious injuries due to a rear-ending.
    - On a Monday around noon in February, a crash involving four vehicles occurred when a motorist rear-ended another vehicle due to improper driving, likely due to the conditions. It was snowing and the pavement was covered in snow.

Other ODOT Facilities

15) OR11 / W Ballou Rd – One crash with serious injuries due to a turning movement collision.
    - On a Sunday around noon in March, a crash involving three vehicles occurred when a motorist made an improper turn. It was a clear day and the pavement was dry.
16) OR11 / Banister Rd – One crash with serious injuries due to a turning movement collision.
    - On a Wednesday morning in August, a crash occurred a motorist did not yield right-of-way when turning. It was a clear day and the pavement was dry.
17) OR11 / Crockett Rd – One fatal crash occurred due to a rear-end collision.
    - On a Sunday evening in September, a crash involving three vehicles occurred when a non-attentive motorist rear-ended a vehicle. It was a clear day, the pavement was dry, and it was dark with streetlights. Note this was by a bus stop.
18) OR11 / OR204 – One fatal crash due to a sideswiping collusion.
    - On a late Friday afternoon in February, a vehicle driving too fast for the conditions collided into the side of a vehicle travelling in the opposite direction. It was a clear day, the pavement was snowy, and it was dark with streetlights.
19) OR11 / OR332 – One crash with serious injury due to a turning movement collision.
    - On an early Saturday afternoon in May, a vehicle did not yield right-of-way while turning. The day was clear day and the pavement was dry.

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20) OR37 to US730 (East of ODOT Weigh Scales) – One crash with serious injuries due to a turning movement collision.
- On a Tuesday morning in May, a motorist not paying attention drove into a vehicle who was turning. It was a clear day and the pavement was dry.

21) OR204 / McIntyre Rd – One crash with serious injuries due to a collision with an object.
- On a Sunday morning in November, a vehicle driving improperly drove into a sign. The day was clear, and the pavement was dry.

22) OR207 / Canal (SW of intersection "24" listed below) – One fatal crash due to a turning movement collision.
- On a Monday afternoon in July, a vehicle did not yield right-of-way while turning. It was a clear day and the pavement was dry. Note that this is next to a gas station and near a complicated intersection.

23) OR207 / Columbia Ln – One crash with serious injuries due to a collision with an object.
- On Saturday evening in April, a vehicle driving improperly drove into a fence. It was a clear day, the pavement was dry, and it was a dark unlit intersection.

24) OR207 / E Punkin Center Rd – One crash with serious injuries due to a turning movement collision.
- On a late Friday evening in April, a vehicle passed a stop sign. It was a clear day, the pavement was dry, and it was dark with streetlights. Note that this is a complicated intersection with five legs.

25) OR331/ Kash Kash Rd (North of intersection "21" listed above) – One crash with serious injuries due to a collision with an object
- On a Sunday afternoon in March, a motorist drove into a ditch due to driving too fast for the conditions. It was a cloudy day and the pavement was dry.

26) OR332 / Pleasant View Rd – One crash with serious injuries due to a head-on collision.
- On a Wednesday morning around dawn in February, a motorist driving too fast for the conditions and carelessly collided with another vehicle. It was a foggy day and the pavement was icy.

27) US395 / Bensel Rd – Two crashes with serious injuries occurred at this location.
- On a Wednesday around noon in October, a pedestrian illegally in a roadway was struck by a vehicle. It was a clear day and the pavement was dry.
- On a Tuesday evening around dusk in June, a vehicle made an improper turn and collided with another vehicle. It was a clear day and the pavement was dry.

28) US395 / Lauback St – Two crashes with serious injuries occurred due to turning movement collisions.
- On a Monday afternoon in April, a crash involving three vehicles occurred due to a motorist speeding. It was a clear day and the pavement was dry.
- On a Monday around noon in August, a vehicle did not yield right-of-way while turning. It was a clear day and the pavement was dry.

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County Facilities:

29) Birch Creek Rd / County 525 Rd – One crash with a fatality and one with serious injuries that were both due to vehicles colliding into another at an angle.
- On a late Friday morning in January, a crash resulting in a fatality was due to the lack of yielding right-of-way. It was foggy and the pavement was wet.
- On a late Wednesday evening in December, a crash resulting in a severe injury was due to driving too fast for the conditions. It was clear, the pavement was icy, and it was dark without streetlights.

30) Cayuse Rd / Fowler Ln – One crash with serious injuries due to a collision with an object.
- On a Sunday afternoon in May, a single vehicle crashed into a ditch due to reckless driving. It was cloudy and the pavement was dry.

31) Cayuse Rd / Jackson (Private) Rd – One crash with serious injuries due to a collision with an object.
- On a Sunday afternoon in December, a single vehicle crashed into an embankment due to driving too fast for the conditions. It was foggy and the pavement was wet.

32) Craig Rd / Issel Ln – One crash with serious injuries due to a vehicle colliding into another at an angle.
- On a late Friday afternoon in May, a crash occurred due to an improper turn made. It was a clear day, the pavement was dry, and there was still daylight. The side street had a gravel surface, and nearby vegetation may have obscured one or more motorist's view.

33) Feedville Rd / Canal Rd – One crash with serious injuries due to a vehicle colliding into another at an angle.
- On a Thursday morning in November, a crash occurred due to a vehicle not yielding right-of-way. It was cloudy and the pavement was wet.

34) E Highland Ext / S Edwards Rd – One crash with serious injuries due to a vehicle colliding into another at an angle.
- On an early Friday morning in February, a crash occurred due to a vehicle not yielding right-of-way. It was a clear day and the pavement was dry.

35) Hogden Rd / Chuckhole Ln – One crash with serious injuries due to a rear-end collision.
- On a Tuesday morning in November, a crash occurred due to a vehicle failing to avoid a vehicle ahead going in the same direction. It was a clear day and the pavement was dry.

36) E Punkin Center Rd / County 1263 Rd – One fatal crash occurred due to a head-on collision.
- On late Saturday afternoon in May, a motorist straddled the centerline and collided with a vehicle. It was a clear day and the pavement was dry. Note that this is near a crest of a hill.

37) US395 / Punkin Center Rd – One crash with a fatality due to a turning movement collision.
- On a late Friday evening in December, a vehicle driving recklessly collided with a turning vehicle. A vehicle then drove into a traffic signal pole. It was foggy, the pavement was dry, it was dark and unlit. Note that the traffic signal at this location has illumination.

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38) Westland Rd / Powerline Rd – One crash with serious injuries due to a head-on collision.

- On an early Monday morning in January, a vehicle drove into an oncoming vehicle. It was cloudy, the pavement was dry, it was dark and unlit.

Conclusion

All the flagged segments and intersections identified in this report are considered safety issue areas and should be further investigated and countermeasures identified. See Appendix for the complete CCR and EP analysis results, and the 2021-2023 scores. Table 15 highlights the intersections and segments with the most flagged, three or more, safety concerns.

Table 15: Locations with most flagged safety concerns

Location	Reference Population	Flags
I-84 / Exit 228 NW Off-Ramp	Off-Ramp	CCR, EP Rear-end, EP SS-O
Feedville / Canal	4ST	CCR, 90% CR, $CCR_{InjF/A}$, EP Angle
OR332 / Edwards	4ST	CCR, $CCR_{InjF/A}$, EP Angle
Ferndale / Freewater	4ST	CCR, $CCR_{InjF/A}$, EP Fixed Object
OR207 / Canal	4ST	CCR, $CCR_{InjF/A}$, EP Angle
Edwards / Baxter	3ST	CCR, $CCR_{InjF/A}$, EP Fixed Object
Westland / Bridge	3ST	CCR, $CCR_{InjF/A}$, EP Turn movement
Westland / County 1232	3ST	CCR, $CCR_{InjF/A}$, EP Rear-End
Cayuse / Fowler	3ST	CCR, 90% CR, $CCR_{InjF/A}$
Cayuse / Jackson	3ST	CCR, 90% CR, $CCR_{InjF/A}$
OR204 / McIntyre	3ST	CCR, 90% CR, $CCR_{InjF/A}$
OR332 / Prunedale	3ST	CCR, 90% CR, $CCR_{InjF/A}$
US395 (MP 1.9-2.4)	R. Principal Arterial	CCR, ODOT CR, EP Turn movement, EP SS-O
US395 (MP 2.4-2.9)	R. Principal Arterial	CCR, ODOT CR, EP Fixed Object, EP SS-O
US395 (MP 2.9-3.4)	R. Principal Arterial	CCR, ODOT CR, EP Rear-End, EP SS-O
I-84 (MP 192.11-192.61)	Interstate >=17k	CCR, ODOT CR, EP Fixed Object
I-84 (MP 192.61-193.11)	Interstate >=17k	CCR, ODOT CR, EP Non-Collision, EP SS-O
I-84 (MP 194.61-195.11)	Interstate >=17k	CCR, ODOT CR, EP Fixed Object
OR207 (MP 24.54-25.04)	R. Minor Arterial	CCR, ODOT CR, EP Turn movement
OR331 (MP 1.5-2)	R. Minor Arterial	CCR, ODOT CR, EP Turn movement

The Umatilla County TSAP may be a starting point in countermeasure identification. Ultimately, identified countermeasures should be from ODOT's All Road Transportation Safety (ARTS) Program Crash Reduction Factor Manual to streamline future project funding and programming.

Any questions should be directed to Leia Kagawa (503-986-4111, leia.kagawa@odot.oregon.gov)

CC: Matt Hughart – Kittelson, Chris Melson – ODOT TPAU, Cheryl Jarvis-Smith – ODOT Region 5

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ATTACHMENT F – TRAFFIC COUNTS

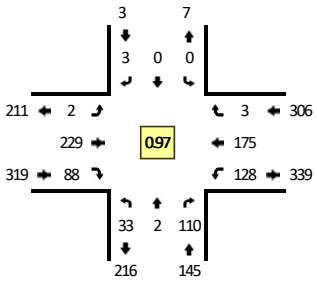
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

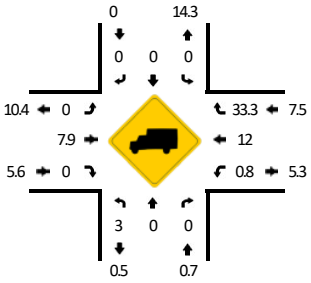
LOCATION: 4 - NE Garden Ln/Diagonal Blvd -- OR 207
CITY/STATE: Umatilla, OR

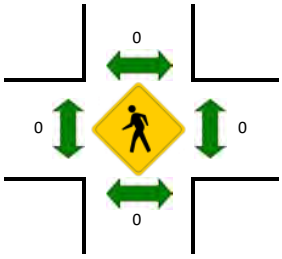
QC JOB #: 17138702
DATE: Tue, Jun 4 2024

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

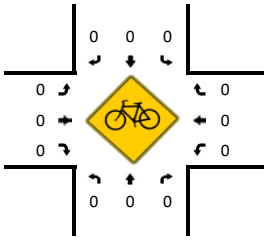


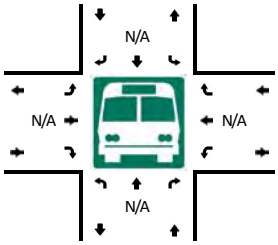


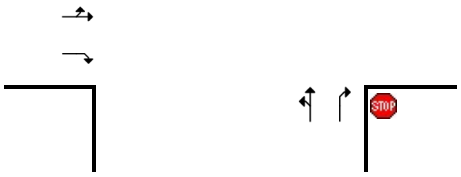


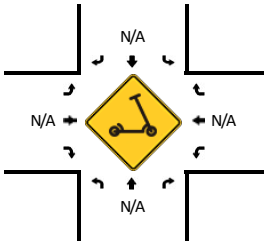












15-Min Count Period Beginning At	4 - NE Garden Ln/Diagonal Blvd (Northbound)				4 - NE Garden Ln/Diagonal Blvd (Southbound)				OR 207 (Eastbound)				OR 207 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	4	0	4	0	0	0	0	0	0	12	0	0	11	19	0	0	50	
6:15 AM	7	0	15	0	0	0	0	0	0	13	2	0	10	29	0	0	76	
6:30 AM	4	0	11	0	0	0	0	0	0	17	3	0	9	46	0	0	90	
6:45 AM	4	0	15	0	0	0	1	0	0	13	1	0	19	44	0	0	97	313
7:00 AM	9	0	12	0	0	1	1	0	1	13	0	0	21	31	0	0	89	352
7:15 AM	6	0	11	0	0	1	0	0	0	21	4	0	22	42	0	0	107	383
7:30 AM	10	0	16	0	0	0	0	0	0	23	4	0	29	43	0	0	125	418
7:45 AM	6	0	17	0	0	0	0	0	0	14	4	0	38	67	0	0	146	467
8:00 AM	4	0	18	0	0	0	0	0	0	22	7	0	38	42	0	0	131	509
8:15 AM	5	1	14	0	0	2	0	0	0	33	1	0	30	28	0	0	114	516
8:30 AM	6	0	10	0	0	0	0	0	0	26	3	0	18	31	0	0	94	485
8:45 AM	4	0	5	0	0	0	0	0	0	18	5	0	21	40	0	0	93	432
9:00 AM	1	0	11	0	0	0	0	0	0	20	1	0	17	30	0	0	80	381
9:15 AM	8	0	13	0	0	0	0	0	1	21	2	0	12	32	0	0	89	356
9:30 AM	4	0	16	0	0	0	0	0	0	24	5	0	16	31	0	0	96	358
9:45 AM	6	0	8	0	1	0	0	0	1	25	4	0	12	28	0	0	85	350
10:00 AM	2	0	8	0	0	0	0	0	0	21	2	0	17	32	0	0	82	352
10:15 AM	3	0	8	0	0	0	0	0	0	29	4	0	19	25	0	0	88	351
10:30 AM	2	0	13	0	1	0	0	0	0	24	4	0	11	40	0	0	95	350
10:45 AM	3	0	13	0	0	0	0	0	0	23	5	0	16	31	0	0	91	356
11:00 AM	2	0	14	0	0	0	0	0	0	21	5	0	13	34	0	0	89	363
11:15 AM	4	0	12	0	0	1	1	0	0	33	6	0	12	29	0	0	98	373
11:30 AM	8	0	10	0	0	0	0	0	0	35	5	0	20	31	0	0	109	387
11:45 AM	11	1	20	0	0	0	0	0	0	30	3	0	14	39	0	0	118	414
12:00 PM	2	0	23	0	0	0	0	0	0	29	10	0	19	36	0	0	119	444
12:15 PM	7	0	20	0	0	0	0	0	0	44	4	0	15	34	0	0	124	470
12:30 PM	7	0	24	0	0	0	0	0	0	38	6	0	23	41	0	0	139	500
12:45 PM	6	0	18	0	0	0	0	0	0	28	12	0	22	32	0	0	118	500
1:00 PM	6	0	18	0	0	0	0	0	0	39	8	0	19	33	0	0	123	504
1:15 PM	8	0	18	0	0	0	0	0	0	28	8	0	23	23	0	0	108	488
1:30 PM	6	0	22	0	0	0	0	0	1	25	5	0	16	34	0	0	109	458
1:45 PM	2	0	17	0	0	0	0	0	0	25	1	0	13	38	0	0	96	436
2:00 PM	2	0	17	0	0	0	0	0	0	27	9	0	22	35	0	0	112	425
2:15 PM	4	0	21	0	0	0	0	0	0	27	3	0	30	41	0	0	126	443
2:30 PM	9	0	20	0	0	0	0	0	1	39	10	0	16	33	0	0	128	462
2:45 PM	5	0	24	0	0	0	0	0	0	57	5	0	20	36	0	0	147	513
3:00 PM	5	0	26	0	0	0	0	0	0	51	5	0	24	31	0	0	142	543
3:15 PM	5	0	30	0	0	0	0	0	1	45	4	0	27	42	0	0	154	5

15-Min Count Period Beginning At	4 - NE Garden Ln/Diagonal Blvd (Northbound)				4 - NE Garden Ln/Diagonal Blvd (Southbound)				OR 207 (Eastbound)				OR 207 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	7	2	45	0	0	0	0	0	1	47	6	0	20	28	0	0	156	599
3:45 PM	7	0	35	0	0	0	0	0	1	49	11	0	26	41	0	0	170	622
4:00 PM	7	0	40	0	0	0	0	0	0	53	13	0	17	45	0	0	175	655
4:15 PM	14	1	31	0	0	0	0	0	0	39	12	0	17	61	0	0	175	676
4:30 PM	7	0	41	0	0	0	1	0	0	59	15	0	31	61	0	0	215	735
4:45 PM	11	0	34	0	0	0	0	0	0	72	7	0	19	35	0	0	178	743
5:00 PM	8	1	43	0	0	0	1	0	0	51	11	0	28	38	1	0	182	750
5:15 PM	6	0	27	0	0	0	2	0	1	61	25	0	29	42	1	0	194	769
5:30 PM	7	1	21	0	0	0	0	0	1	58	24	0	38	47	0	0	197	751
5:45 PM	12	0	19	0	0	0	0	0	0	59	28	0	33	48	1	0	200	773
6:00 PM	0	0	18	0	0	0	0	0	0	60	22	0	28	33	0	0	161	752
6:15 PM	14	0	12	0	2	0	2	0	1	42	10	0	19	39	0	0	141	699
6:30 PM	14	0	13	0	0	0	0	0	0	41	7	0	24	39	0	0	138	640
6:45 PM	8	0	19	0	0	0	0	0	0	36	4	0	11	30	0	0	108	548
7:00 PM	14	0	9	0	0	0	0	0	0	26	10	0	17	31	0	0	107	494
7:15 PM	10	0	28	0	0	1	0	0	0	41	2	0	13	34	0	0	129	482
7:30 PM	5	0	26	0	0	0	0	0	0	34	6	0	16	25	0	0	112	456
7:45 PM	10	0	14	0	0	0	1	0	0	34	9	0	9	28	1	0	106	454
8:00 PM	18	0	17	0	0	0	0	0	0	28	3	0	11	20	0	0	97	444
8:15 PM	13	0	17	0	0	0	0	0	0	18	6	0	9	26	0	0	89	404
8:30 PM	5	0	16	0	0	0	0	0	0	23	7	0	9	22	0	0	82	374
8:45 PM	5	0	14	0	0	0	0	0	0	28	5	0	7	18	0	0	77	345
9:00 PM	2	2	11	0	2	0	0	0	0	23	4	0	6	18	1	0	69	317
9:15 PM	1	0	10	0	0	0	0	0	0	15	1	0	9	14	0	0	50	278
9:30 PM	3	0	10	0	0	0	0	0	0	16	3	0	5	14	0	0	51	247
9:45 PM	0	0	3	0	0	0	0	0	0	17	4	0	3	9	1	0	37	207

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	48	0	76	0	0	0	0	0	0	236	112	0	132	192	4	0	800
Heavy Trucks	4	0	0		0	0	0		0	12	0		0	20	4		40
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:48 AM

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

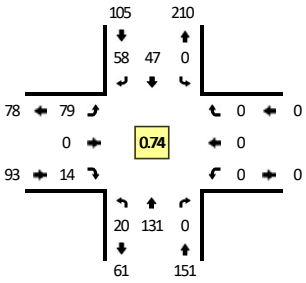
Type of peak hour being reported: Intersection Peak

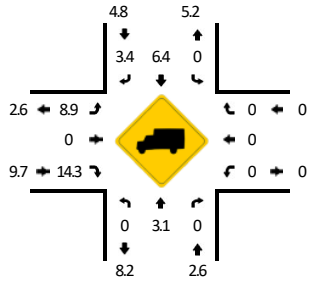
Method for determining peak hour: Total Entering Volume

LOCATION: 6 - S 1st St/Hermiston-Hinkle Rd -- W Gettman Rd
CITY/STATE: Umatilla, OR

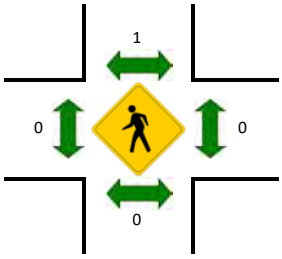
QC JOB #: 17138703
DATE: Tue, Jun 4 2024

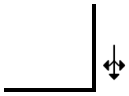
Peak-Hour: 3:30 PM -- 4:30 PM
Peak 15-Min: 3:30 PM -- 3:45 PM

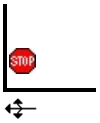


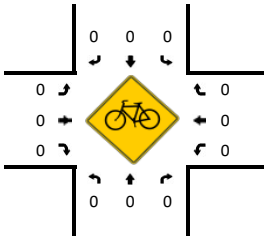


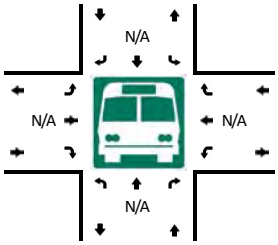
TRUE DATA TO IMPROVE MOBILITY

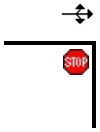


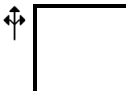


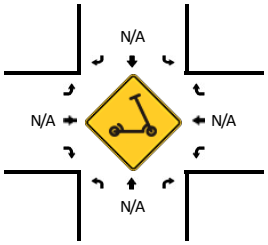












15-Min Count Period Beginning At	6 - S 1st St/Hermiston-Hinkle Rd (Northbound)				6 - S 1st St/Hermiston-Hinkle Rd (Southbound)				W Gettman Rd (Eastbound)				W Gettman Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	6	0	0	0	7	3	0	4	0	1	0	0	0	0	0	21	
6:15 AM	1	7	0	0	0	16	9	0	3	0	2	0	0	0	0	0	38	
6:30 AM	5	4	0	0	0	17	9	0	5	0	1	0	0	0	0	0	41	
6:45 AM	1	2	0	0	0	30	9	0	7	0	8	0	0	0	0	0	57	157
7:00 AM	5	5	0	0	0	14	8	0	12	0	4	0	0	0	0	0	48	184
7:15 AM	3	6	0	1	0	13	11	0	5	0	2	0	0	0	0	0	41	187
7:30 AM	1	10	0	0	0	17	7	0	10	0	2	0	0	0	0	0	47	193
7:45 AM	0	6	0	0	0	14	13	0	21	0	4	0	0	0	0	0	58	194
8:00 AM	1	12	0	0	0	12	11	0	14	0	1	0	0	0	0	0	51	197
8:15 AM	2	7	0	0	0	11	9	0	17	0	2	0	0	0	0	0	48	204
8:30 AM	0	4	0	0	0	12	2	0	8	0	0	0	0	0	0	0	26	183
8:45 AM	1	8	0	0	0	9	2	0	9	0	4	0	0	0	0	0	33	158
9:00 AM	0	10	0	0	0	10	7	0	7	0	0	0	0	0	0	0	34	141
9:15 AM	1	4	0	0	0	11	5	0	9	0	1	0	0	0	0	0	31	124
9:30 AM	1	5	0	0	0	10	9	0	4	0	2	0	0	0	0	0	31	129
9:45 AM	0	5	0	0	0	8	9	0	6	0	2	1	0	0	1	0	32	128
10:00 AM	0	11	0	0	1	5	4	0	8	0	3	0	0	0	0	0	32	126
10:15 AM	2	7	0	0	0	8	7	0	2	0	0	0	0	0	0	0	26	121
10:30 AM	0	7	0	0	0	6	6	0	6	0	4	0	0	0	0	0	29	119
10:45 AM	0	6	0	0	0	9	2	0	7	0	1	0	0	0	0	0	25	112
11:00 AM	0	14	0	0	0	11	9	0	7	0	5	0	0	0	0	0	46	126
11:15 AM	1	9	0	0	0	6	7	0	4	0	2	0	0	0	0	0	29	129
11:30 AM	0	17	0	0	0	9	4	0	9	0	1	0	0	0	0	0	40	140
11:45 AM	2	13	0	0	0	8	9	0	7	0	1	0	0	0	0	0	40	155
12:00 PM	3	15	0	0	0	9	5	0	5	0	2	0	0	0	0	0	39	148
12:15 PM	2	12	0	0	0	13	11	0	4	0	2	0	0	0	0	0	44	163
12:30 PM	4	11	0	0	0	14	5	0	8	0	2	0	0	0	0	0	44	167
12:45 PM	3	8	0	0	0	7	2	0	6	0	3	0	0	0	0	0	29	156
1:00 PM	0	5	0	0	0	13	4	0	3	0	0	0	0	0	0	0	25	142
1:15 PM	1	6	0	0	0	6	5	0	6	0	2	0	0	0	0	0	26	124
1:30 PM	0	13	0	0	0	10	6	0	11	0	0	0	0	0	0	0	40	120
1:45 PM	0	5	0	0	0	10	8	0	2	0	1	0	0	0	0	0	26	117
2:00 PM	2	16	0	0	0	10	12	0	5	0	0	0	0	0	0	0	45	137
2:15 PM	1	24	0	0	0	15	6	0	4	0	3	0	0	0	0	0	53	164
2:30 PM	1	16	0	0	0	10	15	0	7	0	0	0	0	0	0	0	49	173
2:45 PM	0	16	0	0	0	16	9	0	5	0	2	0	0	0	0	0	48	195
3:00 PM	2	20	0	0	0	12	15	0	3	0	4	0	0	0	0	0	56	2

15-Min Count Period Beginning At	6 - S 1st St/Hermiston-Hinkle Rd (Northbound)				6 - S 1st St/Hermiston-Hinkle Rd (Southbound)				W Gettman Rd (Eastbound)				W Gettman Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:15 PM	1	19	0	0	0	14	20	0	23	0	2	0	0	0	0	0	79	232
3:30 PM	9	38	0	0	0	17	24	0	23	0	7	0	0	0	0	0	118	301
3:45 PM	5	28	0	0	0	11	7	0	26	0	4	0	0	0	0	0	81	334
4:00 PM	1	24	0	0	0	11	14	0	14	0	0	0	0	0	0	0	64	342
4:15 PM	5	41	0	0	0	8	13	0	16	0	3	0	0	0	0	0	86	349
4:30 PM	3	33	0	0	0	13	16	0	22	0	3	0	0	0	0	0	90	321
4:45 PM	2	22	0	0	0	12	16	0	11	0	0	0	0	0	0	0	63	303
5:00 PM	1	20	0	0	0	9	15	0	14	0	0	0	0	0	0	0	59	298
5:15 PM	5	21	0	0	0	10	7	0	16	0	0	0	0	0	0	0	59	271
5:30 PM	2	19	0	0	0	13	4	0	10	0	0	0	0	0	0	0	48	229
5:45 PM	3	14	0	0	0	9	8	0	16	0	3	0	0	0	0	0	53	219
6:00 PM	0	5	0	0	0	7	14	0	6	0	0	0	0	0	0	0	32	192
6:15 PM	0	5	0	0	0	5	13	0	7	0	0	0	0	0	0	0	30	163
6:30 PM	0	8	0	0	0	9	9	0	4	0	5	0	0	0	0	0	35	150
6:45 PM	0	1	0	0	0	8	5	0	7	0	1	0	0	0	0	0	22	119
7:00 PM	0	5	0	0	0	2	12	0	4	0	0	0	0	0	0	0	23	110
7:15 PM	1	11	0	0	0	7	8	0	10	0	2	0	0	0	0	0	39	119
7:30 PM	1	6	0	0	0	5	3	0	5	0	1	0	0	0	0	0	21	105
7:45 PM	2	8	0	0	0	2	5	0	4	0	0	0	0	0	0	0	21	104
8:00 PM	1	5	0	0	0	1	11	0	6	0	0	0	0	0	0	0	24	105
8:15 PM	0	4	0	0	0	1	10	0	2	0	0	0	0	0	0	0	17	83
8:30 PM	0	4	0	0	0	2	7	0	3	0	0	0	0	0	0	0	16	78
8:45 PM	2	4	0	0	0	3	8	0	4	0	0	0	0	0	0	0	21	78
9:00 PM	2	1	0	0	0	5	6	0	3	0	1	0	0	0	0	0	18	72
9:15 PM	0	1	0	0	0	2	4	0	4	0	0	0	0	0	0	0	11	66
9:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	53
9:45 PM	0	2	0	0	0	4	2	0	1	0	1	0	0	0	0	0	10	42

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	36	152	0	0	0	68	96	0	92	0	28	0	0	0	0	0	472
Heavy Trucks	0	0	0		0	0	4		28	0	8		0	0	0		40
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:48 AM

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

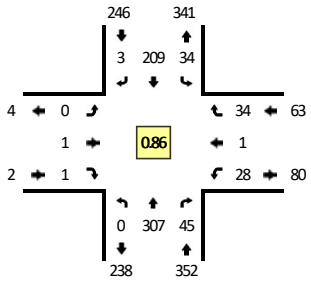
Type of peak hour being reported: Intersection Peak

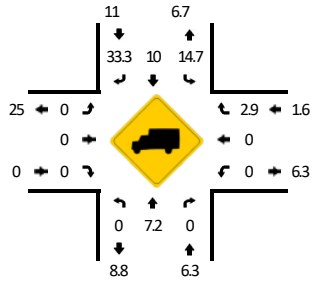
Method for determining peak hour: Total Entering Volume

LOCATION: 7 - OR 207 -- SW Lemmon Rd
CITY/STATE: Hermiston, OR

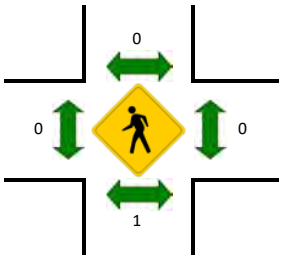
QC JOB #: 17138704
DATE: Tue, Jun 4 2024

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

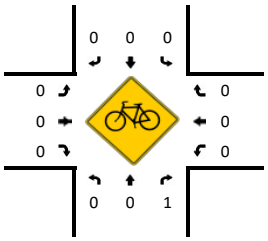


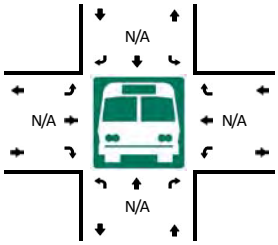


TRUE DATA TO IMPROVE MOBILITY

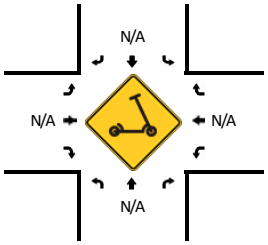












15-Min Count Period Beginning At	7 - OR 207 (Northbound)				7 - OR 207 (Southbound)				SW Lemmon Rd (Eastbound)				SW Lemmon Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	14	1	0	0	44	0	0	1	0	1	0	3	0	1	0	65	
6:15 AM	0	22	0	0	1	56	0	0	0	0	0	0	8	0	2	0	89	
6:30 AM	0	43	4	0	2	55	0	0	1	0	0	0	10	0	5	0	120	
6:45 AM	0	42	5	0	5	55	0	0	3	0	0	0	7	0	10	0	127	401
7:00 AM	0	41	4	0	5	50	0	0	0	0	0	0	9	0	4	0	113	449
7:15 AM	0	38	7	0	5	59	0	0	0	1	0	0	5	0	4	0	119	479
7:30 AM	0	44	8	0	6	52	0	0	0	2	0	0	5	0	3	0	120	479
7:45 AM	0	39	8	0	9	29	2	0	0	0	0	0	6	0	4	0	97	449
8:00 AM	0	23	8	0	7	33	0	0	0	0	0	0	2	0	8	0	81	417
8:15 AM	0	45	5	0	5	36	0	0	0	0	0	0	6	0	12	0	109	407
8:30 AM	0	48	7	0	1	42	0	0	1	0	0	0	2	0	3	0	104	391
8:45 AM	0	38	3	0	4	39	1	0	0	0	0	0	3	0	3	0	91	385
9:00 AM	0	42	1	0	3	31	0	0	0	0	0	0	4	0	0	0	81	385
9:15 AM	0	30	2	0	2	30	0	0	0	0	0	0	2	1	0	0	67	343
9:30 AM	0	36	0	0	2	28	0	0	0	0	0	0	2	0	2	0	70	309
9:45 AM	0	37	4	0	4	29	0	0	1	0	0	0	7	0	2	0	84	302
10:00 AM	0	40	3	0	5	32	0	0	0	0	0	0	4	0	2	0	86	307
10:15 AM	0	42	1	0	0	34	0	0	0	0	0	0	3	0	1	0	81	321
10:30 AM	0	41	6	0	2	28	0	0	1	0	0	0	5	0	4	0	87	338
10:45 AM	0	49	0	0	2	33	0	0	0	0	0	0	1	0	0	0	85	339
11:00 AM	0	47	3	0	6	43	0	0	0	0	0	0	6	0	4	0	109	362
11:15 AM	0	52	4	0	3	40	0	0	0	0	0	0	3	0	4	0	106	387
11:30 AM	1	42	2	0	4	51	0	0	0	0	0	0	1	0	1	0	102	402
11:45 AM	0	35	4	0	3	39	0	0	0	0	0	0	7	0	2	0	90	407
12:00 PM	0	48	5	0	5	33	0	0	0	0	0	0	5	1	6	0	103	401
12:15 PM	0	44	1	0	5	42	0	0	0	0	0	0	3	5	0	0	100	395
12:30 PM	0	50	1	0	4	45	0	0	0	1	0	0	1	0	4	0	106	399
12:45 PM	0	49	3	0	5	48	0	0	0	0	0	0	4	0	5	0	114	423
1:00 PM	0	58	3	0	1	48	0	0	0	0	0	0	2	0	1	0	113	433
1:15 PM	0	39	1	1	7	44	2	0	0	1	0	0	2	0	5	0	102	435
1:30 PM	0	35	7	0	2	50	0	0	0	0	0	0	4	0	1	0	99	428
1:45 PM	0	42	3	0	3	38	0	0	0	0	0	0	6	0	2	0	94	408
2:00 PM	0	47	7	0	1	28	1	0	0	0	1	0	7	0	2	0	94	389
2:15 PM	0	49	4	0	3	48	0	0	0	0	0	0	1	0	5	0	110	397
2:30 PM	0	40	3	0	4	35	0	0	0	0	0	0	18	2	5	0	107	405
2:45 PM	0	50	3	0	8	42	1	0	1	0	0	0	3	0	0	0	108	419
3:00 PM	0	65	3	0	10	48	0	0	0	0	0	0	8	0	4	0	138	463
3:15 PM	0	50	7	0	3	43	1	0	1	0	0	0	10	0	5	0	120	4

15-Min Count Period Beginning At	7 - OR 207 (Northbound)				7 - OR 207 (Southbound)				SW Lemmon Rd (Eastbound)				SW Lemmon 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	83	11	0	13	63	0	0	0	0	0	0	16	0	7	0	193	559
3:45 PM	0	76	13	0	12	63	1	0	0	0	1	0	6	0	10	0	182	633
4:00 PM	0	57	10	0	3	50	2	0	0	0	0	0	3	1	9	0	135	630
4:15 PM	0	91	11	0	6	33	0	0	0	1	0	0	3	0	8	0	153	663
4:30 PM	0	84	19	0	7	47	0	0	0	0	0	0	8	0	9	0	174	644
4:45 PM	0	55	11	0	3	60	1	0	1	0	0	0	4	0	7	0	142	604
5:00 PM	0	67	6	0	7	47	0	0	0	0	0	0	5	0	4	0	136	605
5:15 PM	0	89	7	0	2	33	0	0	0	0	0	0	4	1	8	0	144	596
5:30 PM	0	62	8	0	4	42	0	0	0	1	0	0	4	0	1	0	122	544
5:45 PM	0	59	11	0	4	38	1	0	0	0	0	0	3	0	4	0	120	522
6:00 PM	0	70	5	0	5	47	0	0	0	0	0	0	5	0	5	0	137	523
6:15 PM	0	52	5	0	5	42	0	0	0	0	0	0	7	0	5	0	116	495
6:30 PM	2	36	2	0	5	23	0	0	0	0	0	0	5	0	3	0	76	449
6:45 PM	0	19	7	0	4	34	0	0	1	0	0	0	1	0	3	0	69	398
7:00 PM	0	31	3	0	2	23	0	0	0	0	0	0	5	0	1	0	65	326
7:15 PM	0	35	8	0	6	22	0	0	1	0	0	0	4	0	4	0	80	290
7:30 PM	1	19	4	0	1	38	0	0	0	0	0	0	1	0	3	0	67	281
7:45 PM	0	28	2	0	2	30	1	0	0	0	0	0	3	0	1	0	67	279
8:00 PM	0	24	2	0	5	16	1	0	1	0	0	0	4	0	2	0	55	269
8:15 PM	1	24	1	0	0	23	0	0	0	0	1	0	3	0	3	0	56	245
8:30 PM	0	24	5	0	2	15	1	0	0	0	0	0	1	0	2	0	50	228
8:45 PM	0	15	2	0	1	23	0	0	2	0	0	0	4	0	1	0	48	209
9:00 PM	0	19	2	0	2	17	1	0	1	0	0	0	0	0	3	0	45	199
9:15 PM	1	17	1	0	1	11	0	0	0	0	0	0	1	0	2	0	34	177
9:30 PM	0	21	0	0	3	13	0	0	0	0	0	0	0	0	1	0	38	165
9:45 PM	0	10	0	0	1	14	0	0	0	0	0	0	0	0	4	0	29	146

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	332	44	0	52	252	0	0	0	0	0	0	64	0	28	0	772
Heavy Trucks	0	28	0		20	16	0		0	0	0		0	0	0		64
Buses																	
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

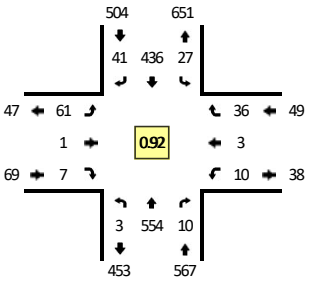
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

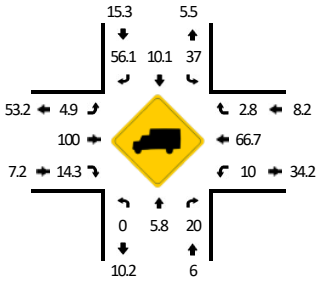
LOCATION: 10 - US 395 -- SE Campbell Dr/Airport Rd
CITY/STATE: Hermiston, OR

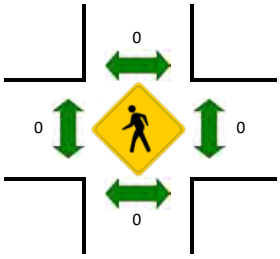
QC JOB #: 17138705
DATE: Tue, Jun 4 2024

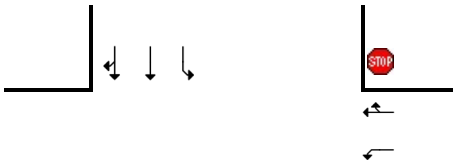
Peak-Hour: 3:30 PM -- 4:30 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

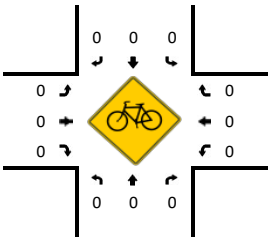


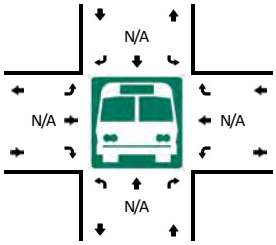




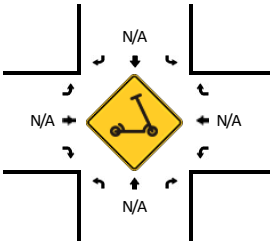












15-Min Count Period Beginning At	10 - US 395 (Northbound)				10 - US 395 (Southbound)				SE Campbell Dr/Airport Rd (Eastbound)				SE Campbell Dr/Airport Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	1	37	1	0	5	50	6	0	2	0	1	0	2	2	6	0	113	
6:15 AM	0	52	1	0	2	60	6	0	11	2	2	0	3	0	2	0	141	
6:30 AM	4	84	0	0	4	73	8	0	11	0	0	0	0	1	2	0	187	
6:45 AM	3	75	2	0	5	85	2	0	4	0	0	0	0	0	1	0	177	618
7:00 AM	1	78	2	0	5	63	2	0	4	1	0	0	1	2	5	0	164	669
7:15 AM	2	87	4	0	5	85	6	0	2	0	0	0	8	1	5	0	205	733
7:30 AM	3	125	3	0	7	92	5	0	5	0	1	0	4	0	3	0	248	794
7:45 AM	3	88	8	0	8	80	14	0	4	0	2	0	4	2	4	0	217	834
8:00 AM	2	78	0	0	4	93	17	0	6	0	0	0	1	0	3	0	204	874
8:15 AM	0	62	1	0	11	87	10	0	11	0	1	0	1	0	2	0	186	855
8:30 AM	1	83	2	0	5	75	9	0	8	1	2	0	2	0	5	0	193	800
8:45 AM	1	78	1	0	3	77	3	0	4	0	0	0	0	1	11	0	179	762
9:00 AM	0	80	2	0	7	58	3	0	2	2	1	0	1	3	5	0	164	722
9:15 AM	1	81	1	0	5	65	5	0	6	0	0	0	1	0	6	0	171	707
9:30 AM	1	95	3	0	3	67	4	0	7	1	1	0	3	0	8	0	193	707
9:45 AM	0	77	0	0	3	72	2	0	4	0	1	0	3	0	4	0	166	694
10:00 AM	4	72	3	0	5	82	3	0	3	1	0	0	2	0	2	0	177	707
10:15 AM	1	80	8	0	3	69	4	0	5	0	2	0	2	1	8	0	183	719
10:30 AM	0	90	2	0	5	99	7	0	4	0	1	0	0	1	8	0	217	743
10:45 AM	1	106	0	0	3	102	2	0	16	0	2	0	2	0	8	0	242	819
11:00 AM	1	90	3	0	4	93	7	0	6	0	2	0	2	0	9	0	217	859
11:15 AM	0	99	3	0	4	86	5	0	2	0	0	0	4	0	8	0	211	887
11:30 AM	1	98	1	0	4	82	2	0	9	0	0	0	1	0	1	0	199	869
11:45 AM	1	97	0	0	10	122	8	0	9	0	5	0	2	0	11	0	265	892
12:00 PM	0	93	0	0	4	101	9	0	7	0	1	0	0	0	4	0	219	894
12:15 PM	1	114	1	0	5	85	1	0	10	2	0	0	2	0	10	0	231	914
12:30 PM	2	101	5	0	7	98	8	0	7	0	2	0	3	0	11	0	244	959
12:45 PM	2	81	2	0	10	89	10	0	5	0	1	0	3	0	5	0	208	902
1:00 PM	0	102	1	0	9	78	8	0	6	1	0	0	3	0	5	0	213	896
1:15 PM	1	87	3	0	4	95	7	0	2	0	1	0	0	2	1	0	203	868
1:30 PM	3	98	4	0	7	92	13	0	11	0	0	0	1	0	4	0	233	857
1:45 PM	0	88	4	0	4	111	7	0	7	0	0	0	2	2	10	0	235	884
2:00 PM	0	92	1	0	4	75	8	0	15	0	1	0	3	0	12	0	211	882
2:15 PM	1	78	9	0	3	100	4	0	4	0	0	0	1	0	6	0	206	885
2:30 PM	0	106	3	0	5	121	3	0	5	0	1	0	0	0	5	0	249	901
2:45 PM	1	88	4	0	5	137	3	0	3	0	0	0	3	0	3	0	247	913
3:00 PM	1	98	4	0	4	129	2	0	9	0	1	0	5	0	2	0	255	957
3:15 PM	2	136	2	0	11	101	8	0	8	0	1	0	3	0	5	0	277	1

15-Min Count Period Beginning At	10 - US 395 (Northbound)				10 - US 395 (Southbound)				SE Campbell Dr/Airport Rd (Eastbound)				SE Campbell Dr/Airport 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	141	2	0	6	111	4	0	10	1	1	0	3	0	8	0	287	1066
3:45 PM	1	138	4	0	2	104	14	0	19	0	1	0	3	2	1	0	289	1108
4:00 PM	1	142	2	0	9	120	16	0	17	0	3	0	3	1	9	0	323	1176
4:15 PM	1	133	2	0	10	101	7	0	15	0	2	0	1	0	18	0	290	1189
4:30 PM	1	107	1	0	2	120	7	0	7	1	1	0	3	0	8	0	258	1160
4:45 PM	0	114	1	0	3	121	2	0	17	1	2	0	7	0	6	0	274	1145
5:00 PM	1	92	1	0	4	110	1	0	8	0	5	0	6	0	8	0	236	1058
5:15 PM	1	109	1	0	1	119	1	0	6	2	4	0	6	0	7	0	257	1025
5:30 PM	0	92	1	0	3	92	0	0	3	0	0	0	3	0	5	0	199	966
5:45 PM	0	88	1	0	0	92	1	0	2	0	0	0	0	0	3	0	187	879
6:00 PM	0	80	1	0	4	61	4	0	0	0	2	0	1	0	2	0	155	798
6:15 PM	0	64	0	0	0	58	1	1	0	0	0	0	1	0	1	0	126	667
6:30 PM	0	36	0	0	1	55	0	0	0	0	0	0	0	0	1	0	93	561
6:45 PM	0	66	2	0	1	66	1	0	1	0	0	0	0	0	1	0	138	512
7:00 PM	0	58	1	0	2	69	0	0	1	0	0	0	1	0	0	0	132	489
7:15 PM	0	48	0	0	5	71	1	0	0	0	2	0	0	0	1	0	128	491
7:30 PM	0	38	0	0	0	77	0	0	0	0	0	0	0	0	1	0	116	514
7:45 PM	0	44	0	0	0	40	0	0	0	0	0	0	0	0	1	0	85	461
8:00 PM	0	41	1	0	1	38	0	0	0	0	0	0	0	0	1	0	82	411
8:15 PM	0	43	0	0	1	54	1	0	0	0	0	0	1	0	0	0	100	383
8:30 PM	0	27	0	0	0	49	1	0	0	0	1	0	0	0	4	0	82	349
8:45 PM	1	41	2	0	1	59	0	0	0	0	0	0	0	1	0	0	105	369
9:00 PM	0	28	0	0	0	38	0	0	0	0	0	0	0	0	1	0	67	354
9:15 PM	0	23	0	0	0	34	0	0	0	0	0	0	0	0	0	0	57	311
9:30 PM	0	27	0	0	0	29	0	0	0	0	0	0	0	0	0	0	56	285
9:45 PM	0	20	0	0	0	26	2	0	2	0	0	0	0	0	0	0	50	230

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	568	8	0	36	480	64	0	68	0	12	0	12	4	36	0	1292
Heavy Trucks	0	40	0		20	64	36		8	0	0		0	4	0		172
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

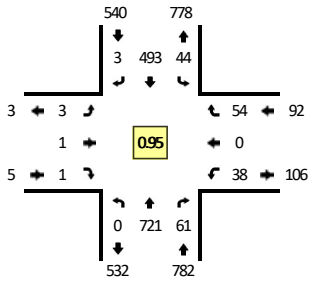
Type of peak hour being reported: Intersection Peak

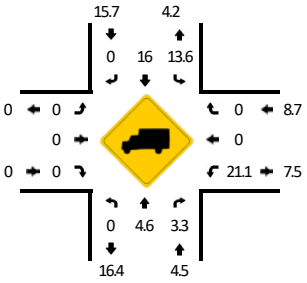
Method for determining peak hour: Total Entering Volume

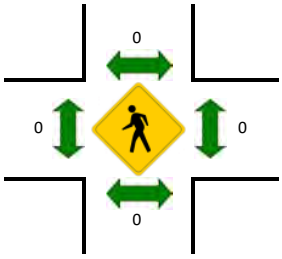
LOCATION: 15 - US 395 -- Hermiston Cemetery/Port Dr
CITY/STATE: Hermiston, OR

QC JOB #: 17138706
DATE: Tue, Jun 4 2024

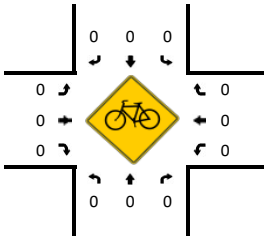
Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

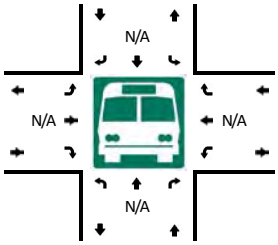




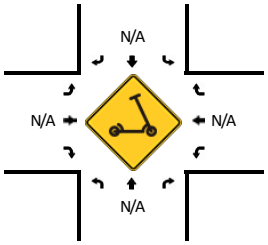












15-Min Count Period Beginning At	15 - US 395 (Northbound)				15 - US 395 (Southbound)				Hermiston Cemetery/Port Dr (Eastbound)				Hermiston Cemetery/Port Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	49	1	0	0	68	0	0	0	0	0	0	6	0	0	0	124	
6:15 AM	0	48	2	0	0	83	0	0	0	0	0	0	8	0	0	0	141	
6:30 AM	0	67	10	0	2	62	0	0	0	0	0	0	7	0	1	0	149	
6:45 AM	0	84	10	2	3	92	1	0	0	0	0	0	8	0	1	1	202	616
7:00 AM	0	83	5	0	2	67	1	0	0	0	0	0	9	0	0	0	167	659
7:15 AM	0	72	12	0	8	101	3	0	0	0	0	0	6	0	2	0	204	722
7:30 AM	0	96	7	0	17	93	0	0	0	0	0	0	15	0	2	0	230	803
7:45 AM	0	125	10	0	27	108	0	0	0	0	0	0	17	0	2	0	289	890
8:00 AM	0	89	16	0	21	102	0	0	4	0	0	0	15	0	8	0	255	978
8:15 AM	0	76	9	0	9	94	0	0	0	0	0	0	13	0	2	0	203	977
8:30 AM	0	80	5	0	9	92	0	0	1	0	1	0	11	0	4	0	203	950
8:45 AM	0	104	5	0	13	90	1	0	0	1	0	0	10	1	7	0	232	893
9:00 AM	1	95	7	1	8	78	1	1	0	0	0	0	6	0	5	0	203	841
9:15 AM	0	73	8	0	5	79	1	0	1	0	0	0	3	0	4	0	174	812
9:30 AM	1	94	5	0	6	83	2	0	0	0	0	0	9	0	5	0	205	814
9:45 AM	0	108	9	0	8	76	0	0	3	0	0	0	8	0	15	0	227	809
10:00 AM	1	77	7	0	3	81	0	0	0	0	0	0	7	0	9	0	185	791
10:15 AM	0	73	6	0	5	94	1	0	2	0	0	0	5	6	6	0	198	815
10:30 AM	0	102	5	0	14	88	3	0	0	0	1	0	6	0	15	0	234	844
10:45 AM	0	111	4	0	10	121	0	0	0	0	3	0	5	0	4	0	258	875
11:00 AM	0	128	10	0	5	93	0	0	0	0	0	0	11	0	8	0	255	945
11:15 AM	0	94	9	0	7	109	1	0	1	0	0	0	10	0	3	0	234	981
11:30 AM	0	123	14	0	10	93	1	0	0	0	0	0	6	0	10	0	257	1004
11:45 AM	0	108	11	0	6	114	0	0	1	0	0	0	7	0	19	0	266	1012
12:00 PM	1	135	11	1	8	138	3	0	2	0	1	0	12	0	20	0	332	1089
12:15 PM	0	116	10	0	10	115	3	0	3	0	0	0	11	0	13	0	281	1136
12:30 PM	0	143	15	0	13	97	1	0	1	0	0	0	7	0	8	0	285	1164
12:45 PM	0	102	10	0	27	117	1	0	1	0	0	0	8	0	6	0	272	1170
1:00 PM	1	77	10	0	18	111	0	0	0	1	0	0	7	1	7	0	233	1071
1:15 PM	0	114	6	0	14	106	0	0	1	0	0	0	9	1	12	0	263	1053
1:30 PM	0	100	9	0	14	103	2	0	4	1	0	0	9	0	10	0	252	1020
1:45 PM	0	100	11	0	14	111	2	0	0	0	0	0	10	0	8	0	256	1004
2:00 PM	1	123	9	0	11	118	3	1	0	0	2	0	8	0	9	0	285	1056
2:15 PM	0	88	19	0	7	138	3	0	1	0	1	0	13	1	14	0	285	1078
2:30 PM	1	102	8	0	4	118	0	0	1	0	2	0	4	0	11	0	251	1077
2:45 PM	0	129	13	0	9	123	1	0	0	0	1	0	8	0	12	0	296	1117
3:00 PM	0	103	9	0	8	143	0	0	2	0	0	0	12	0	10	0	287	1119
3:15 PM	0	105	12	0	7	129	2	0	1	0	0	0	19	0	14	0	289	1

15-Min Count Period Beginning At	15 - US 395 (Northbound)				15 - US 395 (Southbound)				Hermiston Cemetery/Port Dr (Eastbound)				Hermiston Cemetery/Port Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	158	18	0	6	109	2	0	0	0	0	0	8	0	6	0	307	1179
3:45 PM	0	160	14	0	14	114	2	0	0	1	1	0	4	0	14	0	324	1207
4:00 PM	0	197	10	0	7	136	0	0	2	0	0	0	11	0	10	0	373	1293
4:15 PM	0	188	20	0	12	122	1	0	0	0	0	0	9	0	10	0	362	1366
4:30 PM	0	176	17	0	11	121	0	0	1	0	0	0	14	0	20	0	360	1419
4:45 PM	0	129	14	0	7	124	2	0	2	0	0	0	4	0	10	0	292	1387
5:00 PM	0	136	16	0	7	104	1	0	1	0	1	0	9	0	43	0	318	1332
5:15 PM	0	115	6	0	0	128	1	0	0	0	0	0	8	0	6	0	264	1234
5:30 PM	0	119	10	0	0	104	0	0	2	0	0	0	6	0	3	0	244	1118
5:45 PM	0	103	11	0	4	99	0	0	2	0	0	0	6	0	3	0	228	1054
6:00 PM	0	83	16	0	4	82	1	0	1	0	0	0	3	0	3	0	193	929
6:15 PM	0	85	10	0	0	69	0	0	0	0	0	0	6	1	13	0	184	849
6:30 PM	0	54	3	0	1	59	0	0	1	0	0	0	4	0	5	0	127	732
6:45 PM	0	54	3	0	1	56	0	0	0	1	0	0	3	0	1	0	119	623
7:00 PM	0	57	6	0	3	69	0	0	0	0	0	0	6	0	3	0	144	574
7:15 PM	0	52	7	0	2	71	1	0	0	0	0	0	4	0	0	0	137	527
7:30 PM	0	50	8	0	4	74	0	0	1	0	0	0	10	0	5	0	152	552
7:45 PM	0	32	4	0	0	52	0	0	0	0	0	0	1	0	5	0	94	527
8:00 PM	0	44	3	0	2	45	0	0	0	0	0	0	2	0	0	0	96	479
8:15 PM	0	38	3	0	0	37	0	0	0	0	0	0	6	0	0	0	84	426
8:30 PM	0	37	3	0	0	53	0	0	0	0	0	0	7	0	1	0	101	375
8:45 PM	0	32	3	0	3	44	0	0	0	0	0	0	4	0	0	0	86	367
9:00 PM	0	40	5	0	0	57	0	0	0	0	0	0	1	0	0	0	103	374
9:15 PM	0	28	1	0	1	37	0	0	0	0	0	0	4	0	0	0	71	361
9:30 PM	0	18	3	0	1	29	0	0	0	0	0	0	2	0	0	0	53	313
9:45 PM	0	22	1	0	1	30	0	0	0	0	0	0	3	0	1	0	58	285

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	788	40	0	28	544	0	0	8	0	0	0	44	0	40	0	1492
Heavy Trucks	0	32	0		0	84	0		0	0	0		12	0	0		128
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

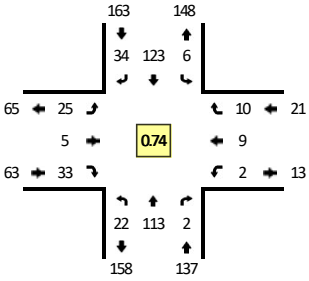
Type of peak hour being reported: Intersection Peak

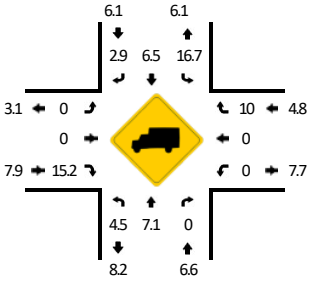
Method for determining peak hour: Total Entering Volume

LOCATION: 16 - NE 10th St -- E Theater Ln
CITY/STATE: Hermiston, OR

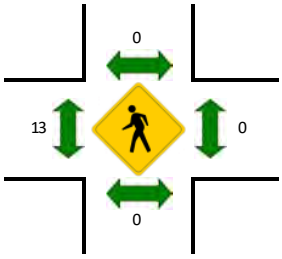
QC JOB #: 17138707
DATE: Tue, Jun 4 2024

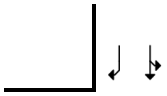
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

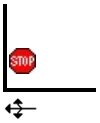


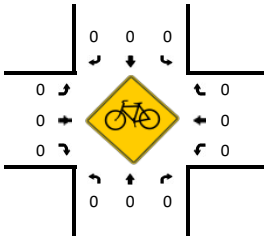


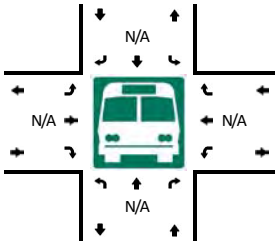
TRUE DATA TO IMPROVE MOBILITY

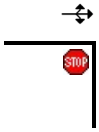


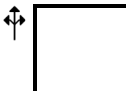


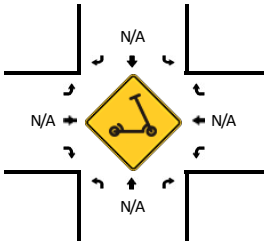












15-Min Count Period Beginning At	16 - NE 10th St (Northbound)				16 - NE 10th St (Southbound)				E Theater Ln (Eastbound)				E Theater Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	9	
6:15 AM	2	8	0	0	0	8	0	0	0	1	0	0	0	0	0	0	19	
6:30 AM	2	10	0	0	0	9	0	0	1	0	3	0	0	1	0	0	26	
6:45 AM	3	16	0	0	0	12	1	0	3	0	2	0	5	1	0	0	43	97
7:00 AM	0	20	0	0	0	12	2	0	2	0	8	0	0	2	2	0	48	136
7:15 AM	3	31	0	0	0	25	7	0	11	0	9	0	0	2	1	0	89	206
7:30 AM	6	22	0	0	3	36	6	0	4	0	6	0	0	3	5	0	91	271
7:45 AM	6	32	1	0	3	45	16	0	10	1	9	0	0	3	4	0	130	358
8:00 AM	7	28	1	0	0	17	5	0	0	4	9	0	2	1	0	0	74	384
8:15 AM	7	26	0	0	0	17	1	0	1	1	6	0	2	0	0	0	61	356
8:30 AM	4	13	0	0	0	17	0	0	2	0	1	0	0	0	0	0	37	302
8:45 AM	7	7	0	0	0	6	0	0	2	1	2	0	0	2	0	0	27	199
9:00 AM	3	8	0	0	0	5	0	0	1	1	2	0	0	1	0	0	21	146
9:15 AM	3	8	0	0	0	4	1	0	1	0	1	0	1	1	1	0	21	106
9:30 AM	2	7	1	0	0	5	0	0	0	0	2	0	0	0	0	0	17	86
9:45 AM	1	6	1	0	0	3	0	0	1	0	0	0	2	1	0	0	15	74
10:00 AM	0	3	0	0	0	5	1	0	0	0	3	0	0	3	0	0	15	68
10:15 AM	4	6	1	0	0	11	0	0	1	1	2	0	0	1	0	0	27	74
10:30 AM	1	3	0	0	0	8	0	0	1	0	3	0	1	1	0	0	18	75
10:45 AM	5	6	0	0	0	10	2	0	1	2	5	0	0	3	0	0	34	94
11:00 AM	8	16	0	0	0	9	1	0	3	1	4	0	0	0	0	0	42	121
11:15 AM	4	4	2	0	0	6	0	0	5	1	6	0	0	1	0	0	29	123
11:30 AM	6	11	1	0	1	7	1	0	2	1	7	0	0	0	0	0	37	142
11:45 AM	5	17	0	0	0	15	3	0	0	0	6	0	0	0	0	0	46	154
12:00 PM	3	17	0	0	0	13	2	0	1	1	4	0	0	1	0	0	42	154
12:15 PM	3	12	0	0	0	10	2	0	2	0	4	0	0	0	0	0	33	158
12:30 PM	6	10	0	0	0	14	1	0	2	2	5	0	1	1	0	0	42	163
12:45 PM	4	13	0	0	1	15	2	0	0	1	5	0	1	0	0	0	42	159
1:00 PM	7	9	0	0	0	5	1	0	1	2	9	0	0	3	1	0	38	155
1:15 PM	5	12	0	1	0	5	3	0	0	2	4	0	2	2	0	0	36	158
1:30 PM	4	6	0	0	0	4	2	0	0	2	5	0	0	2	0	0	25	141
1:45 PM	6	14	0	0	0	9	0	0	3	1	5	0	0	1	0	0	39	138
2:00 PM	2	19	0	1	2	7	3	0	4	3	5	0	1	1	1	0	49	149
2:15 PM	2	22	0	0	0	18	5	0	13	4	5	0	0	1	1	0	71	184
2:30 PM	7	20	0	0	5	34	20	0	6	3	5	0	0	1	1	0	102	261
2:45 PM	6	16	0	0	1	17	0	0	1	3	8	0	0	1	0	0	53	275
3:00 PM	3	13	0	0	1	8	5	0	1	2	14	0	1	0	0	0	48	274
3:15 PM	9	13	1	0	0	9	0	0	2	1	11	0	1	1	0	0	48	2

15-Min Count Period Beginning At	16 - NE 10th St (Northbound)				16 - NE 10th St (Southbound)				E Theater Ln (Eastbound)				E Theater Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	13	13	1	0	0	23	3	0	3	0	4	0	1	0	0	0	61	210
3:45 PM	9	15	2	0	0	23	8	0	0	4	9	0	1	0	0	0	71	228
4:00 PM	3	19	2	0	0	24	1	0	3	1	10	0	0	1	0	0	64	244
4:15 PM	6	26	0	0	0	17	0	0	1	0	7	0	1	4	0	0	62	258
4:30 PM	8	18	1	0	0	14	0	0	1	3	11	0	1	2	1	0	60	257
4:45 PM	4	16	1	0	0	19	1	0	0	5	6	0	3	1	0	0	56	242
5:00 PM	13	13	1	0	1	15	2	0	4	0	11	0	1	1	0	0	62	240
5:15 PM	4	24	1	0	0	24	2	0	4	1	13	1	0	1	0	0	75	253
5:30 PM	6	25	1	0	0	12	2	0	5	2	8	0	1	1	0	0	63	256
5:45 PM	2	15	2	0	0	13	1	0	1	4	14	0	0	4	0	0	56	256
6:00 PM	6	12	3	0	0	12	6	0	1	3	10	0	1	5	1	0	60	254
6:15 PM	8	12	0	0	0	11	1	0	3	3	8	0	0	0	0	0	46	225
6:30 PM	10	10	0	0	0	12	1	0	0	2	6	0	1	1	0	0	43	205
6:45 PM	2	15	2	0	0	9	1	0	4	6	4	0	2	2	0	0	47	196
7:00 PM	4	12	0	0	0	4	2	0	2	4	1	0	0	1	0	0	30	166
7:15 PM	2	16	2	0	0	6	2	0	0	0	5	0	0	2	0	0	35	155
7:30 PM	1	13	2	0	0	14	3	0	2	3	10	0	1	0	0	0	49	161
7:45 PM	4	9	1	0	1	13	1	0	2	1	6	0	1	2	0	0	41	155
8:00 PM	8	7	0	0	0	5	1	0	5	1	10	0	1	5	0	0	43	168
8:15 PM	3	4	0	0	0	14	2	0	4	1	7	0	0	2	1	0	38	171
8:30 PM	5	9	1	0	0	10	2	0	1	3	6	0	0	0	0	0	37	159
8:45 PM	5	5	1	0	0	5	3	0	1	4	8	0	1	0	0	0	33	151
9:00 PM	3	6	0	0	0	6	0	0	1	1	5	0	0	1	0	0	23	131
9:15 PM	0	10	1	0	2	2	1	0	1	1	5	0	2	3	0	0	28	121
9:30 PM	2	10	0	0	0	4	1	0	2	4	4	0	1	0	1	0	29	113
9:45 PM	1	1	2	0	1	5	1	0	0	1	3	0	0	4	0	0	19	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	24	128	4	0	12	180	64	0	40	4	36	0	0	12	16	0	520
Heavy Trucks	0	4	0		0	8	0		0	0	12		0	0	0		24
Buses																	
Pedestrians		0				0				16				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

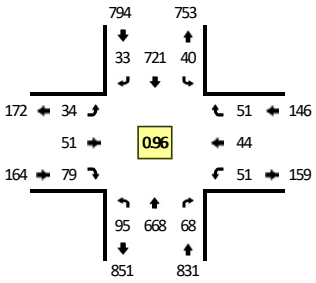
Type of peak hour being reported: Intersection Peak

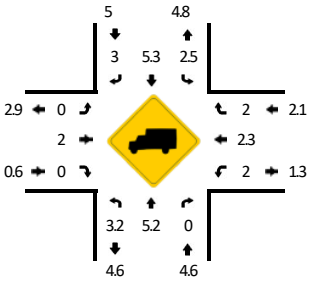
Method for determining peak hour: Total Entering Volume

LOCATION: 17 - US 395 -- Theater Ln
CITY/STATE: Hermiston, OR

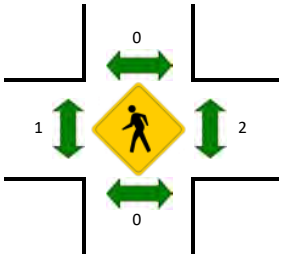
QC JOB #: 17138708
DATE: Thu, Apr 28 2022

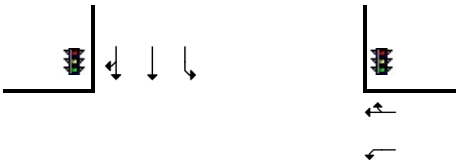
Peak-Hour: 3:15 PM -- 4:15 PM
Peak 15-Min: 3:45 PM -- 4:00 PM

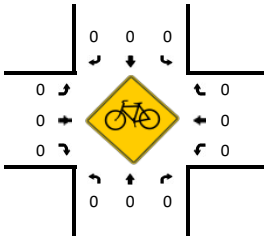


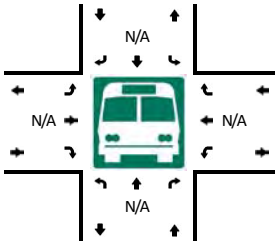


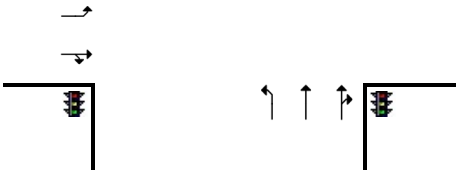
TRUE DATA TO IMPROVE MOBILITY

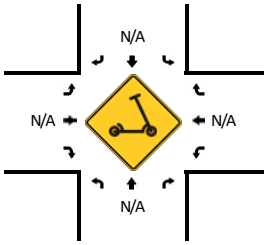












15-Min Count Period Beginning At	17 - US 395 (Northbound)				17 - US 395 (Southbound)				Theater Ln (Eastbound)				Theater Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	1	81	0	0	3	55	3	0	3	1	2	0	5	1	11	0	166	
6:15 AM	1	79	3	0	1	64	0	0	0	0	6	0	8	2	5	0	169	
6:30 AM	5	88	2	0	3	72	1	0	1	1	8	0	8	6	9	0	204	
6:45 AM	2	98	3	0	1	86	3	0	2	3	10	0	9	1	19	0	237	776
7:00 AM	4	102	5	0	3	88	0	0	4	1	9	0	6	1	13	0	236	846
7:15 AM	2	90	2	0	1	101	2	0	2	0	15	0	6	3	8	0	232	909
7:30 AM	5	98	4	0	5	124	3	0	8	4	17	0	15	3	7	0	293	998
7:45 AM	9	150	5	0	8	151	2	0	7	4	18	0	22	8	12	0	396	1157
8:00 AM	13	132	5	0	3	132	2	0	5	7	12	0	14	3	13	0	341	1262
8:15 AM	3	118	9	0	7	128	1	0	3	3	10	0	14	4	9	0	309	1339
8:30 AM	12	108	5	0	6	125	3	0	4	1	9	0	4	5	10	0	292	1338
8:45 AM	5	110	4	0	9	118	5	0	4	1	5	0	6	5	8	0	280	1222
9:00 AM	9	109	6	0	6	109	2	0	8	5	9	0	11	6	15	0	295	1176
9:15 AM	10	90	2	0	5	96	0	0	2	0	15	0	8	4	7	0	239	1106
9:30 AM	7	110	5	0	1	133	4	0	9	5	14	0	17	4	16	0	325	1139
9:45 AM	8	96	8	0	2	120	5	0	4	4	18	0	11	6	9	0	291	1150
10:00 AM	10	120	5	0	3	141	4	0	11	5	20	0	5	1	11	0	336	1191
10:15 AM	10	125	4	0	4	108	11	0	4	6	15	0	7	5	8	0	307	1259
10:30 AM	11	113	3	0	3	140	4	0	7	4	14	0	8	7	6	0	320	1254
10:45 AM	18	117	6	0	4	119	4	0	7	2	13	0	10	5	9	0	314	1277
11:00 AM	20	126	7	0	5	146	6	0	5	4	20	0	14	2	6	0	361	1302
11:15 AM	21	116	10	0	5	123	4	0	9	8	21	0	15	9	7	0	348	1343
11:30 AM	22	124	7	0	9	133	2	0	4	9	12	0	17	9	7	0	355	1378
11:45 AM	15	138	9	0	7	140	7	0	13	8	18	0	14	7	11	0	387	1451
12:00 PM	20	154	11	0	8	171	11	0	4	4	22	0	14	9	9	0	437	1527
12:15 PM	14	152	12	0	5	145	15	0	7	10	22	0	17	7	9	0	415	1594
12:30 PM	27	163	5	0	6	147	4	0	11	9	34	0	22	7	8	0	443	1682
12:45 PM	21	148	7	0	6	159	4	0	19	10	24	0	11	11	17	0	437	1732
1:00 PM	14	130	14	0	11	132	10	0	15	8	24	0	7	5	14	0	384	1679
1:15 PM	24	162	10	0	7	119	3	0	15	5	20	0	12	9	8	0	394	1658
1:30 PM	15	137	5	0	9	132	8	0	12	9	18	0	24	9	11	0	389	1604
1:45 PM	20	125	12	0	6	125	11	0	14	7	22	0	16	2	15	0	375	1542
2:00 PM	23	139	16	0	13	176	6	0	7	9	19	0	17	13	9	0	447	1605
2:15 PM	16	152	15	0	9	155	6	0	4	7	28	0	19	12	11	0	434	1645
2:30 PM	14	145	8	0	8	151	5	0	6	10	19	0	15	9	10	0	400	1656
2:45 PM	21	158	11	0	12	155	11	0	8	8	18	0	14	10	16	0	442	1723
3:00 PM	25	150	3	0	12	183	7	0	11	11	30	0	11	9	13	0	465	1741
3:15 PM	21	150	12	0	13	172	10	0	9	18	19	0	15	11	16	0	466	1

15-Min Count Period Beginning At	17 - US 395 (Northbound)				17 - US 395 (Southbound)				Theater Ln (Eastbound)				Theater Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	22	163	19	0	9	189	6	0	8	10	20	0	10	8	10	0	474	1847
3:45 PM	27	178	15	0	11	192	8	0	8	14	14	0	16	12	11	0	506	1911
4:00 PM	25	177	22	0	7	168	9	0	9	9	26	0	10	13	14	0	489	1935
4:15 PM	15	173	12	0	15	166	8	0	5	7	13	0	8	11	6	0	439	1908
4:30 PM	23	142	10	0	17	212	12	0	11	11	21	0	17	8	11	0	495	1929
4:45 PM	15	133	11	0	6	189	9	0	12	17	13	0	17	11	14	0	447	1870
5:00 PM	28	168	21	0	24	196	14	0	8	14	19	0	16	10	16	0	534	1915
5:15 PM	22	148	12	0	11	149	10	0	12	11	23	0	16	12	10	0	436	1912
5:30 PM	14	136	14	0	19	157	10	0	4	11	18	0	7	8	9	0	407	1824
5:45 PM	15	114	9	0	11	167	7	0	7	12	25	0	15	11	15	0	408	1785
6:00 PM	16	93	8	0	11	142	5	0	8	11	23	0	8	7	9	0	341	1592
6:15 PM	23	108	11	0	12	128	4	0	4	10	6	0	11	5	11	0	333	1489
6:30 PM	21	103	18	0	10	109	3	0	3	12	14	0	11	9	7	0	320	1402
6:45 PM	12	90	16	0	8	108	9	0	8	10	9	0	9	5	4	0	288	1282
7:00 PM	17	82	14	0	10	108	2	0	4	3	19	0	6	5	6	0	276	1217
7:15 PM	16	81	7	0	8	74	2	0	4	11	10	0	5	4	6	0	228	1112
7:30 PM	12	96	11	0	5	79	2	0	3	4	14	0	7	5	4	0	242	1034
7:45 PM	10	84	12	0	5	92	3	0	1	6	15	0	7	1	4	0	240	986
8:00 PM	8	67	9	0	4	96	0	0	4	4	10	0	3	4	5	0	214	924
8:15 PM	10	88	11	0	12	62	1	0	4	2	5	0	4	3	7	0	209	905
8:30 PM	10	61	14	0	5	51	0	0	4	4	7	0	3	4	5	0	168	831
8:45 PM	10	46	10	0	11	60	2	0	4	9	11	0	10	6	2	0	181	772
9:00 PM	9	56	2	0	4	48	3	0	1	3	8	0	2	5	2	0	143	701
9:15 PM	9	64	5	0	7	34	1	0	3	4	6	0	5	2	1	0	141	633
9:30 PM	7	56	10	0	2	36	0	0	0	2	1	0	8	0	6	0	128	593
9:45 PM	3	41	3	0	5	38	0	0	0	1	5	0	5	1	2	0	104	516

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	108	712	60	0	44	768	32	0	32	56	56	0	64	48	44	0	2024
Heavy Trucks	4	32	0		0	40	0		0	0	0		0	0	0		76
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

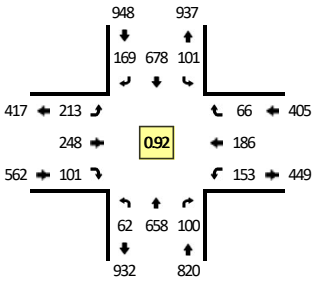
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: 18 - US 395 -- Elm Ave
CITY/STATE: Hermiston, OR

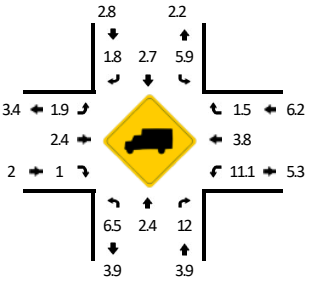
QC JOB #: 17138709
DATE: Thu, Apr 28 2022

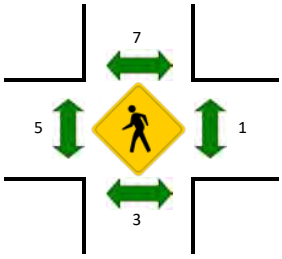
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

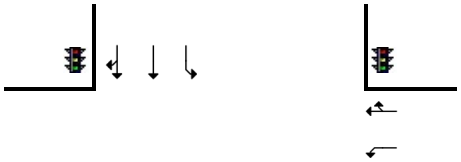


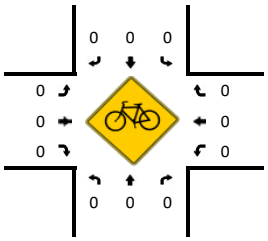


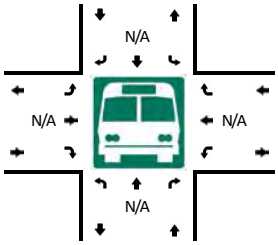
TRUE DATA TO IMPROVE MOBILITY

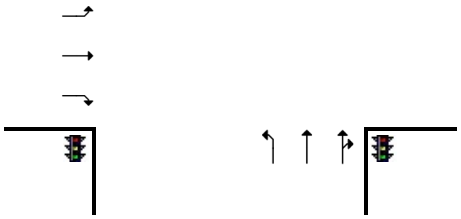


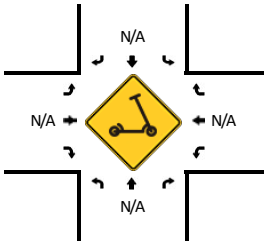












15-Min Count Period Beginning At	18 - US 395 (Northbound)				18 - US 395 (Southbound)				Elm Ave (Eastbound)				Elm Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	5	52	2	0	1	41	22	0	21	11	3	0	5	32	5	0	200	
6:15 AM	9	72	5	0	6	44	22	0	17	11	3	0	10	41	9	0	249	
6:30 AM	14	85	10	0	2	51	31	0	20	27	3	0	12	53	10	0	318	
6:45 AM	21	87	10	0	3	69	27	0	41	17	4	0	23	60	9	0	371	1138
7:00 AM	12	72	9	0	5	66	29	0	30	19	6	0	37	47	14	0	346	1284
7:15 AM	21	73	12	0	6	78	30	0	34	24	18	0	25	44	13	0	378	1413
7:30 AM	22	95	10	0	6	103	32	0	42	26	12	0	33	56	6	0	443	1538
7:45 AM	23	156	11	0	8	143	49	0	46	27	19	0	30	70	12	0	594	1761
8:00 AM	11	123	16	0	5	109	47	0	37	30	19	0	31	56	15	0	499	1914
8:15 AM	12	114	18	0	10	149	32	0	28	26	19	0	28	44	10	0	490	2026
8:30 AM	19	111	15	0	8	86	33	0	45	38	18	0	23	33	13	0	442	2025
8:45 AM	11	93	25	0	6	94	20	0	42	36	18	0	31	36	24	0	436	1867
9:00 AM	9	94	8	0	5	87	25	0	29	33	9	0	24	39	17	0	379	1747
9:15 AM	19	94	17	0	13	90	30	0	32	28	24	0	22	32	12	0	413	1670
9:30 AM	10	88	17	0	8	118	27	0	31	35	15	0	35	29	15	0	428	1656
9:45 AM	21	112	23	0	15	122	31	0	34	20	15	0	32	38	11	0	474	1694
10:00 AM	16	136	18	0	9	114	28	0	42	21	10	0	32	36	14	0	476	1791
10:15 AM	24	121	19	0	9	90	28	0	48	34	20	0	25	44	10	0	472	1850
10:30 AM	13	128	24	0	10	129	32	0	40	24	19	0	33	37	15	0	504	1926
10:45 AM	12	142	21	0	10	106	36	0	37	33	23	0	33	26	13	0	492	1944
11:00 AM	22	138	24	0	13	135	27	0	50	23	27	0	29	39	12	0	539	2007
11:15 AM	15	164	16	0	9	135	29	0	44	35	25	0	35	34	14	0	555	2090
11:30 AM	22	200	17	0	9	126	23	0	46	27	21	0	38	29	16	0	574	2160
11:45 AM	16	153	17	0	12	157	28	0	49	50	17	0	46	31	22	0	598	2266
12:00 PM	20	155	38	0	19	134	29	0	56	57	28	0	34	49	21	0	640	2367
12:15 PM	22	180	20	0	16	166	38	0	43	23	18	0	36	41	18	0	621	2433
12:30 PM	20	150	26	0	20	147	36	0	47	32	10	0	34	29	15	0	566	2425
12:45 PM	25	133	14	0	16	152	44	0	35	30	12	0	34	44	17	0	556	2383
1:00 PM	15	154	24	0	16	124	36	0	35	39	18	0	28	35	17	0	541	2284
1:15 PM	19	187	25	0	17	147	43	0	46	28	21	0	44	35	8	0	620	2283
1:30 PM	24	140	19	0	15	109	37	0	39	43	26	0	44	50	16	0	562	2279
1:45 PM	14	170	25	0	17	158	24	0	25	28	25	0	45	47	15	0	593	2316
2:00 PM	16	150	22	0	21	155	44	0	52	40	21	0	47	44	12	0	624	2399
2:15 PM	16	159	20	0	6	147	50	0	53	43	19	0	42	42	14	0	611	2390
2:30 PM	20	146	25	0	18	140	46	0	53	50	34	0	38	54	14	0	638	2466
2:45 PM	25	178	24	0	11	159	39	0	45	57	22	0	47	43	16	0	666	2539
3:00 PM	21	138	16	0	19	144	27	0	46	52	31	0	46	52	12	0	604	2519
3:15 PM	9	140	18	0	23	177	50	0	35	45	18	0	44	45	18	0	622	2

15-Min Count Period Beginning At	18 - US 395 (Northbound)				18 - US 395 (Southbound)				Elm Ave (Eastbound)				Elm Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	15	195	34	0	18	140	34	0	69	59	37	0	51	43	12	0	707	2599
3:45 PM	23	187	23	0	17	158	33	0	45	55	26	0	38	49	11	0	665	2598
4:00 PM	24	172	17	0	21	171	31	0	69	42	27	0	44	29	16	0	663	2657
4:15 PM	23	186	27	0	23	147	39	0	41	55	26	0	36	39	20	0	662	2697
4:30 PM	5	153	23	0	28	186	47	0	50	51	21	0	40	42	16	0	662	2652
4:45 PM	21	152	29	0	27	167	33	0	52	73	25	0	27	52	11	0	669	2656
5:00 PM	13	167	21	0	23	178	50	0	70	69	29	0	50	53	19	0	742	2735
5:15 PM	18	146	31	0	18	155	25	0	42	60	18	0	34	56	11	0	614	2687
5:30 PM	15	157	26	0	11	165	40	0	44	75	21	0	31	60	10	0	655	2680
5:45 PM	19	130	22	0	21	159	28	0	43	70	12	0	43	32	14	0	593	2604
6:00 PM	15	116	22	0	15	129	25	0	35	54	24	0	53	50	18	0	556	2418
6:15 PM	4	157	19	0	20	137	27	0	39	40	19	0	36	31	18	0	547	2351
6:30 PM	13	105	28	0	15	114	28	0	30	39	12	0	39	37	18	0	478	2174
6:45 PM	20	97	18	0	11	119	20	0	29	40	6	0	31	46	16	0	453	2034
7:00 PM	7	116	24	0	12	123	21	0	31	55	10	0	33	27	16	0	475	1953
7:15 PM	14	110	21	0	7	86	13	0	28	47	10	0	30	32	10	0	408	1814
7:30 PM	14	91	30	0	9	72	32	0	36	26	10	0	27	32	9	0	388	1724
7:45 PM	13	100	15	0	5	82	20	0	23	38	14	0	24	40	14	0	388	1659
8:00 PM	8	86	15	0	11	94	20	0	15	22	7	0	15	29	8	0	330	1514
8:15 PM	15	100	9	0	8	77	19	0	13	17	3	0	25	40	10	0	336	1442
8:30 PM	10	73	14	0	12	72	20	0	12	16	14	0	21	28	5	0	297	1351
8:45 PM	10	57	8	0	10	70	13	0	27	20	3	0	13	22	12	0	265	1228
9:00 PM	9	58	8	0	6	55	14	0	11	20	6	0	16	22	8	0	233	1131
9:15 PM	4	58	19	0	5	51	16	0	17	22	7	0	16	32	8	0	255	1050
9:30 PM	9	57	9	0	11	47	18	0	15	12	3	0	16	15	7	0	219	972
9:45 PM	6	43	5	0	4	47	8	0	14	12	4	0	14	24	4	0	185	892

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	52	668	84	0	92	712	200	0	280	276	116	0	200	212	76	0	2968
Heavy Trucks	0	12	12		4	16	0		8	0	0		20	4	0		76
Buses																	
Pedestrians		0				4				8				0			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

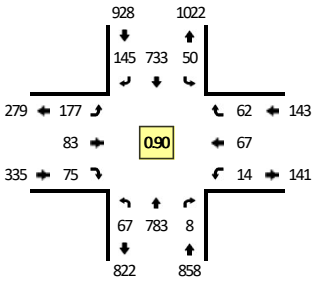
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

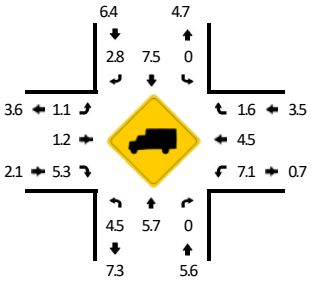
LOCATION: 20 - US 395 -- W Hermiston Ave/E Gladys Ave
CITY/STATE: Hermiston, OR

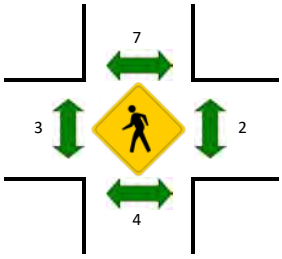
QC JOB #: 17138710
DATE: Thu, Apr 28 2022

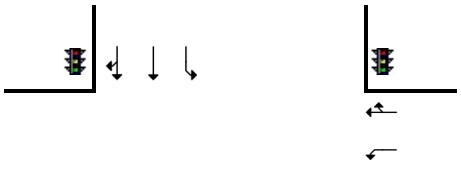
Peak-Hour: 3:15 PM -- 4:15 PM
Peak 15-Min: 3:30 PM -- 3:45 PM

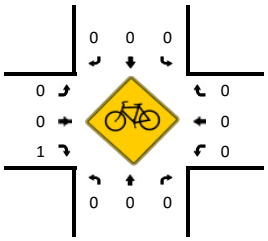


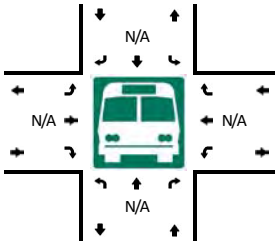
TRUE DATA TO IMPROVE MOBILITY

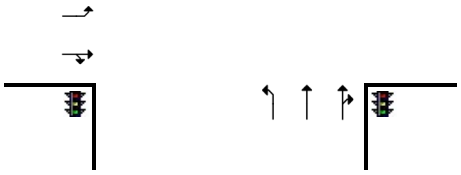


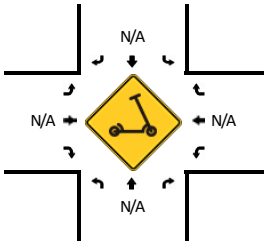












15-Min Count Period Beginning At	20 - US 395 (Northbound)				20 - US 395 (Southbound)				W Hermiston Ave/E Gladys Ave (Eastbound)				W Hermiston Ave/E Gladys Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	4	46	1	0	1	45	8	0	12	1	3	0	0	5	1	0	127	
6:15 AM	4	75	0	0	0	56	21	0	12	0	5	0	0	10	3	0	186	
6:30 AM	5	94	0	0	2	59	20	0	8	2	6	0	0	1	3	0	200	
6:45 AM	7	97	0	0	1	64	19	0	16	2	5	0	1	4	5	0	221	734
7:00 AM	4	78	1	0	2	89	24	0	17	6	4	0	0	7	1	0	233	840
7:15 AM	12	98	3	0	6	102	26	0	14	4	5	0	0	4	4	0	278	932
7:30 AM	11	102	0	0	2	126	20	0	28	13	9	0	0	5	8	0	324	1056
7:45 AM	17	187	1	0	10	178	27	0	50	27	12	0	0	11	5	0	525	1360
8:00 AM	16	118	3	0	13	168	23	0	43	18	14	0	0	17	3	0	436	1563
8:15 AM	15	149	3	0	11	170	25	0	31	12	7	0	0	14	10	0	447	1732
8:30 AM	8	117	3	0	5	107	22	0	35	9	18	0	1	5	4	0	334	1742
8:45 AM	15	107	4	0	17	122	20	0	29	15	6	0	1	11	6	0	353	1570
9:00 AM	5	110	3	0	3	104	22	0	25	11	8	0	1	6	4	0	302	1436
9:15 AM	6	102	0	0	8	119	20	0	27	6	11	0	4	8	5	0	316	1305
9:30 AM	14	96	6	0	10	135	20	0	24	14	9	0	0	15	15	0	358	1329
9:45 AM	14	132	2	0	12	129	38	0	31	18	11	0	3	13	15	0	418	1394
10:00 AM	9	142	7	0	13	122	19	0	25	14	17	0	0	8	11	0	387	1479
10:15 AM	4	133	4	0	9	128	19	0	35	9	9	0	4	10	12	0	376	1539
10:30 AM	7	124	5	0	6	142	26	0	32	12	11	0	2	13	11	0	391	1572
10:45 AM	13	133	2	0	13	129	23	0	39	15	13	0	5	17	13	0	415	1569
11:00 AM	12	145	5	0	12	133	38	0	25	15	11	0	5	11	10	0	422	1604
11:15 AM	8	156	4	0	9	152	26	0	28	14	12	0	2	15	10	0	436	1664
11:30 AM	14	212	1	0	14	140	34	0	41	11	12	0	4	15	9	0	507	1780
11:45 AM	13	189	11	0	17	175	36	0	37	18	15	0	6	21	16	0	554	1919
12:00 PM	23	174	4	0	14	153	29	0	41	9	15	0	6	29	18	0	515	2012
12:15 PM	18	186	3	0	10	145	39	0	37	17	12	0	2	16	8	0	493	2069
12:30 PM	11	149	4	0	8	159	27	0	53	18	14	0	4	20	17	0	484	2046
12:45 PM	11	136	6	0	14	160	47	0	32	16	18	0	3	20	15	0	478	1970
1:00 PM	11	197	7	0	7	150	42	0	43	9	15	0	2	11	12	0	506	1961
1:15 PM	8	181	6	0	8	155	38	0	49	18	11	0	3	14	14	0	505	1973
1:30 PM	14	150	2	0	10	150	29	0	32	17	15	0	1	13	14	0	447	1936
1:45 PM	9	164	2	0	9	174	41	0	48	14	17	0	3	14	21	0	516	1974
2:00 PM	11	147	3	0	10	153	40	0	51	16	14	0	2	12	11	0	470	1938
2:15 PM	13	149	1	0	12	156	36	0	42	17	21	0	2	17	18	0	484	1917
2:30 PM	11	151	3	0	10	166	44	0	40	18	18	0	4	29	13	0	507	1977
2:45 PM	17	175	1	0	9	187	32	0	45	12	24	0	3	21	13	0	539	2000
3:00 PM	13	177	3	0	13	190	43	0	32	19	22	0	6	15	19	0	552	2

15-Min Count Period Beginning At	20 - US 395 (Northbound)				20 - US 395 (Southbound)				W Hermiston Ave/E Gladys Ave (Eastbound)				W Hermiston Ave/E Gladys Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:15 PM	10	158	1	0	17	191	29	0	38	13	26	0	4	15	15	0	517	2115
3:30 PM	22	237	4	0	11	185	38	0	46	26	18	0	6	19	15	0	627	2235
3:45 PM	17	196	2	0	12	158	39	0	47	21	13	0	3	14	13	0	535	2231
4:00 PM	18	192	1	0	10	199	39	0	46	23	18	0	1	19	19	0	585	2264
4:15 PM	15	162	6	0	4	154	33	0	52	18	19	0	3	19	19	0	504	2251
4:30 PM	26	179	6	0	8	191	51	0	43	12	19	0	5	12	10	0	562	2186
4:45 PM	10	159	3	0	8	148	58	0	43	25	22	0	1	26	13	0	516	2167
5:00 PM	12	174	2	0	13	175	57	0	37	26	19	0	4	29	11	0	559	2141
5:15 PM	18	177	2	0	7	157	57	0	50	29	15	0	0	15	15	0	542	2179
5:30 PM	6	153	2	0	6	170	44	0	38	22	16	0	2	19	11	0	489	2106
5:45 PM	9	147	3	0	4	144	42	0	46	13	15	0	2	19	12	0	456	2046
6:00 PM	15	114	3	0	5	147	48	0	50	14	13	0	1	17	5	0	432	1919
6:15 PM	19	133	0	0	5	151	42	0	36	8	9	0	1	11	9	0	424	1801
6:30 PM	20	140	4	0	7	128	28	0	22	7	10	0	1	9	4	0	380	1692
6:45 PM	17	111	1	0	6	133	38	0	31	10	17	0	2	9	14	0	389	1625
7:00 PM	10	109	1	0	6	126	28	0	38	16	17	0	2	17	6	0	376	1569
7:15 PM	7	123	2	0	3	106	27	0	23	14	11	0	1	7	11	0	335	1480
7:30 PM	9	117	1	0	0	74	33	0	33	10	4	0	0	4	6	0	291	1391
7:45 PM	10	88	0	0	5	94	26	0	20	7	6	0	2	3	9	0	270	1272
8:00 PM	8	93	1	0	1	95	27	0	37	6	9	0	2	7	4	0	290	1186
8:15 PM	9	84	0	0	2	80	20	0	15	6	6	0	2	6	6	0	236	1087
8:30 PM	8	78	0	0	8	72	20	0	25	8	7	0	1	6	6	0	239	1035
8:45 PM	4	61	2	0	2	78	10	0	13	7	4	0	0	5	1	0	187	952
9:00 PM	6	59	2	0	2	64	14	0	15	4	10	0	1	2	4	0	183	845
9:15 PM	3	55	0	0	2	55	17	0	19	1	1	0	0	4	2	0	159	768
9:30 PM	6	50	0	0	0	42	13	0	13	2	6	0	1	2	0	0	135	664
9:45 PM	4	45	0	0	1	50	7	0	9	2	5	0	0	0	0	0	123	600

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	88	948	16	0	44	740	152	0	184	104	72	0	24	76	60	0	2508
Heavy Trucks	0	32	0		0	36	4		0	0	4		0	4	0		80
Buses																	
Pedestrians		4				20				4				0			28
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

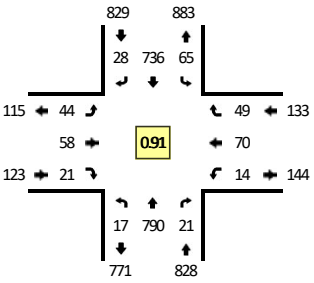
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: 21 - US 395 -- W Locust Ave/E Main St
CITY/STATE: Hermiston, OR

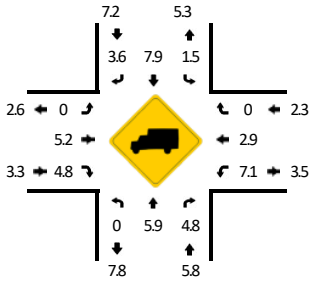
QC JOB #: 17138711
DATE: Thu, Apr 28 2022

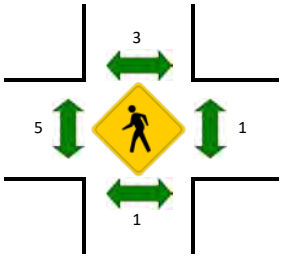
Peak-Hour: 3:15 PM -- 4:15 PM
Peak 15-Min: 3:30 PM -- 3:45 PM



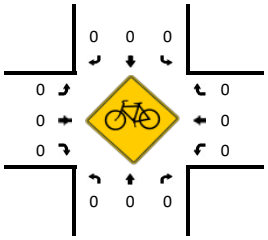


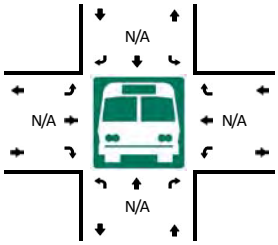
TRUE DATA TO IMPROVE MOBILITY



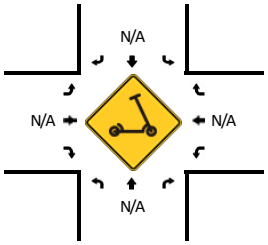












15-Min Count Period Beginning At	21 - US 395 (Northbound)				21 - US 395 (Southbound)				W Locust Ave/E Main St (Eastbound)				W Locust Ave/E Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	2	46	0	0	3	44	0	0	1	0	0	0	1	2	4	0	103	
6:15 AM	1	79	1	0	3	57	2	0	0	0	1	0	2	3	0	0	149	
6:30 AM	1	96	1	0	4	60	0	0	0	0	0	0	1	4	3	0	170	
6:45 AM	3	100	1	0	1	68	2	0	1	2	1	0	6	9	5	0	199	621
7:00 AM	0	76	0	0	4	88	1	0	1	3	1	0	4	4	4	0	186	704
7:15 AM	0	97	0	0	4	102	1	0	4	1	1	0	4	3	5	0	222	777
7:30 AM	1	112	0	0	5	128	1	0	2	3	2	0	7	13	2	0	276	883
7:45 AM	3	188	2	0	9	171	0	0	4	2	2	0	1	13	7	0	402	1086
8:00 AM	4	133	3	0	10	169	2	0	2	3	3	0	2	17	6	0	354	1254
8:15 AM	2	147	7	0	15	149	6	0	5	1	4	0	3	14	7	0	360	1392
8:30 AM	2	119	2	0	17	115	4	0	2	4	1	0	4	8	9	0	287	1403
8:45 AM	2	117	1	0	6	115	6	0	1	5	2	0	2	13	9	0	279	1280
9:00 AM	1	110	1	0	6	106	2	0	6	2	1	0	3	9	7	0	254	1180
9:15 AM	3	96	0	0	16	107	3	0	1	8	1	0	0	12	6	0	253	1073
9:30 AM	4	106	2	0	11	122	5	0	3	4	1	0	3	17	7	0	285	1071
9:45 AM	3	134	4	0	13	135	5	0	8	6	0	0	4	10	12	0	334	1126
10:00 AM	4	141	1	0	9	115	8	0	5	6	5	0	1	5	8	0	308	1180
10:15 AM	0	133	5	0	18	123	6	0	5	5	4	0	2	7	14	0	322	1249
10:30 AM	4	113	7	0	16	129	8	0	11	7	3	0	5	9	7	0	319	1283
10:45 AM	5	128	3	0	19	122	3	0	10	5	1	0	2	8	11	0	317	1266
11:00 AM	4	146	4	0	14	133	6	0	4	8	4	0	4	12	11	0	350	1308
11:15 AM	9	142	6	0	9	141	11	0	18	3	4	0	4	5	6	0	358	1344
11:30 AM	4	193	4	0	24	134	11	0	25	11	4	0	8	12	11	0	441	1466
11:45 AM	6	178	7	0	20	162	6	0	13	7	8	0	1	15	14	0	437	1586
12:00 PM	4	179	1	0	24	145	7	0	10	10	5	0	4	15	17	0	421	1657
12:15 PM	6	176	9	0	12	147	6	0	16	8	7	0	4	12	10	0	413	1712
12:30 PM	4	147	4	0	9	157	0	0	8	12	2	0	4	19	15	0	381	1652
12:45 PM	3	131	3	0	19	163	6	0	5	2	7	0	4	9	14	0	366	1581
1:00 PM	8	185	5	0	13	148	4	0	18	9	2	0	7	7	11	0	417	1577
1:15 PM	6	170	6	0	17	141	10	0	15	8	2	0	4	18	10	0	407	1571
1:30 PM	3	148	6	0	11	150	5	0	8	2	2	0	5	16	9	0	365	1555
1:45 PM	5	150	3	0	22	154	10	0	11	12	2	0	8	18	21	0	416	1605
2:00 PM	3	144	9	0	17	146	7	0	5	10	5	0	5	9	10	0	370	1558
2:15 PM	5	161	3	0	23	157	6	0	7	8	3	0	9	11	3	0	396	1547
2:30 PM	4	146	4	0	14	159	3	0	13	6	8	0	4	12	8	0	381	1563
2:45 PM	3	171	5	0	18	188	10	0	8	5	11	0	4	5	13	0	441	1588
3:00 PM	7	166	5	0	18	190	10	0	12	15	6	0	0	14	9	0	452	1670
3:15 PM	4	157	3	0	19	196	6	0	8	14	6	0	2	18	14	0	447	1

15-Min Count Period Beginning At	21 - US 395 (Northbound)				21 - US 395 (Southbound)				W Locust Ave/E Main St (Eastbound)				W Locust Ave/E Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	4	221	8	0	15	182	11	0	19	18	5	0	3	24	15	0	525	1865
3:45 PM	6	201	7	0	16	161	3	0	9	15	6	0	3	15	6	0	448	1872
4:00 PM	3	211	3	0	15	197	8	0	8	11	4	0	6	13	14	0	493	1913
4:15 PM	3	166	7	0	20	156	2	0	11	9	0	0	4	5	10	0	393	1859
4:30 PM	3	180	8	0	15	191	6	0	6	4	2	0	4	10	9	0	438	1772
4:45 PM	7	161	6	0	26	149	3	0	6	11	7	0	6	12	13	0	407	1731
5:00 PM	6	163	5	0	19	164	6	0	6	5	2	0	7	15	15	0	413	1651
5:15 PM	2	177	6	0	21	144	5	0	6	18	3	0	2	14	14	0	412	1670
5:30 PM	4	145	7	0	13	167	9	0	4	10	3	0	2	14	9	0	387	1619
5:45 PM	4	145	9	0	19	137	5	0	5	14	2	0	4	14	9	0	367	1579
6:00 PM	2	110	1	0	14	141	3	0	10	9	3	0	2	10	7	0	312	1478
6:15 PM	6	137	5	0	12	146	3	0	2	3	5	0	6	7	15	0	347	1413
6:30 PM	1	152	7	0	17	122	4	0	3	7	1	0	2	6	13	0	335	1361
6:45 PM	4	120	4	0	21	123	2	0	2	6	3	0	2	8	7	0	302	1296
7:00 PM	3	114	5	0	20	132	4	0	5	3	2	0	3	5	8	0	304	1288
7:15 PM	2	118	3	0	15	101	3	0	2	2	4	0	2	9	9	0	270	1211
7:30 PM	1	116	4	0	9	69	1	0	4	4	3	0	3	7	9	0	230	1106
7:45 PM	4	92	3	0	11	88	0	0	2	1	2	0	4	12	6	0	225	1029
8:00 PM	3	89	5	0	9	98	1	0	2	4	1	0	2	4	16	0	234	959
8:15 PM	0	75	3	0	3	80	1	0	3	2	0	0	2	7	9	0	185	874
8:30 PM	2	68	0	0	13	73	0	0	2	4	1	0	3	6	12	0	184	828
8:45 PM	1	53	2	0	6	75	1	0	3	1	1	0	0	2	10	0	155	758
9:00 PM	3	51	4	0	11	62	2	0	2	0	1	0	3	2	8	0	149	673
9:15 PM	1	54	2	0	2	54	1	0	0	2	0	0	2	3	5	0	126	614
9:30 PM	0	52	1	0	4	48	0	0	0	0	2	0	0	1	1	0	109	539
9:45 PM	0	49	0	0	9	46	2	0	0	1	0	0	1	0	0	0	108	492

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	16	884	32	0	60	728	44	0	76	72	20	0	12	96	60	0	2100
Heavy Trucks	0	28	0		0	32	4		0	4	0		0	0	0		68
Buses																	
Pedestrians		4				8				16				0			28
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

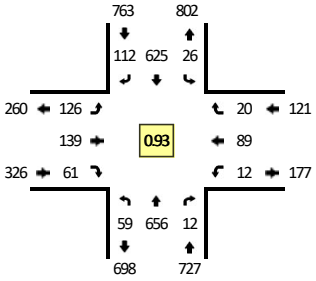
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

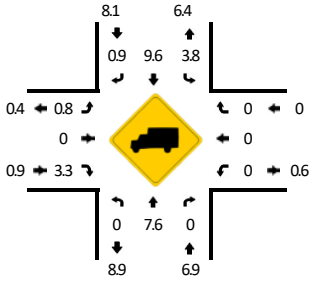
LOCATION: 22 - US 395 -- W Orchard Ave/E Hurlburt Ave
CITY/STATE: Hermiston, OR

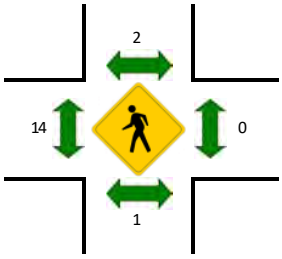
QC JOB #: 17138712
DATE: Thu, Apr 28 2022

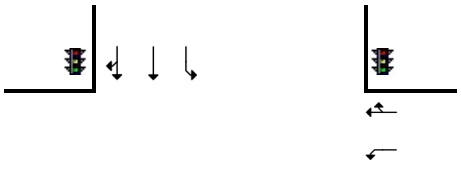
Peak-Hour: 3:15 PM -- 4:15 PM
Peak 15-Min: 3:30 PM -- 3:45 PM

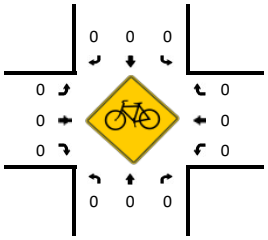


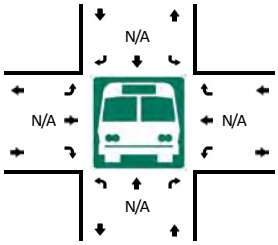
TRUE DATA TO IMPROVE MOBILITY

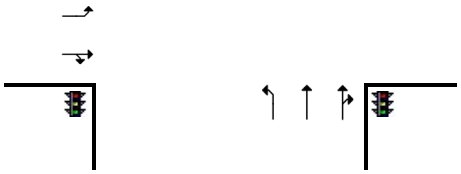


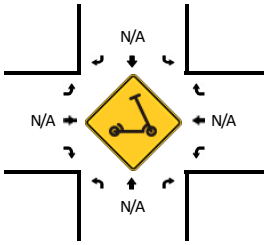












15-Min Count Period Beginning At	22 - US 395 (Northbound)				22 - US 395 (Southbound)				W Orchard Ave/E Hurlburt Ave (Eastbound)				W Orchard Ave/E Hurlburt Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	1	44	0	0	0	39	6	0	3	1	1	0	1	8	0	0	104	
6:15 AM	3	70	0	0	0	46	13	0	10	3	5	0	1	6	1	0	158	
6:30 AM	4	86	0	0	0	40	19	0	6	1	6	0	0	5	3	0	170	
6:45 AM	5	94	0	0	1	56	18	0	10	0	3	0	0	9	1	0	197	629
7:00 AM	2	64	0	0	3	69	24	0	11	12	6	0	0	9	0	0	200	725
7:15 AM	11	87	0	0	0	82	25	0	11	11	9	0	0	16	1	0	253	820
7:30 AM	9	97	0	0	2	87	44	0	13	13	11	0	1	14	5	0	296	946
7:45 AM	15	149	0	0	3	109	62	0	30	25	27	0	1	38	5	0	464	1213
8:00 AM	10	124	3	0	3	116	56	0	18	23	9	0	1	44	2	0	409	1422
8:15 AM	17	121	0	0	3	90	62	0	33	34	6	0	1	48	3	0	418	1587
8:30 AM	7	91	1	0	1	101	16	0	22	16	9	0	1	13	6	0	284	1575
8:45 AM	10	98	1	0	4	102	20	0	15	13	13	0	0	12	5	0	293	1404
9:00 AM	6	97	0	0	2	90	17	0	16	11	9	0	2	10	2	0	262	1257
9:15 AM	12	93	1	0	2	99	12	0	11	9	8	0	0	9	3	0	259	1098
9:30 AM	8	91	0	0	2	79	38	0	13	12	10	0	2	14	2	0	271	1085
9:45 AM	16	112	1	0	6	112	24	0	30	18	5	0	2	14	4	0	344	1136
10:00 AM	4	115	2	0	2	97	17	0	25	12	12	0	0	17	2	0	305	1179
10:15 AM	10	111	2	0	4	97	29	0	16	17	13	0	0	9	9	0	317	1237
10:30 AM	7	101	2	0	7	107	21	0	15	10	13	0	1	18	5	0	307	1273
10:45 AM	17	117	1	0	6	103	15	0	19	25	12	0	2	11	4	0	332	1261
11:00 AM	10	116	2	0	8	107	29	0	16	17	18	0	2	13	11	0	349	1305
11:15 AM	18	132	2	0	5	125	17	0	18	22	18	0	4	20	3	0	384	1372
11:30 AM	13	139	1	0	11	106	25	0	52	26	17	0	1	13	7	0	411	1476
11:45 AM	19	142	0	0	8	112	47	0	26	21	13	0	5	21	17	0	431	1575
12:00 PM	15	164	2	0	8	120	32	0	22	15	14	0	4	30	7	0	433	1659
12:15 PM	17	152	2	0	4	131	31	0	33	17	24	0	0	19	8	0	438	1713
12:30 PM	17	124	2	0	8	128	29	0	13	18	19	0	1	18	14	0	391	1693
12:45 PM	16	115	3	0	11	133	24	0	14	20	19	0	3	25	9	0	392	1654
1:00 PM	16	128	1	0	13	121	17	0	43	24	20	0	9	17	14	0	423	1644
1:15 PM	17	143	2	0	4	105	44	0	29	17	9	0	2	15	8	0	395	1601
1:30 PM	18	127	0	0	5	116	37	0	25	12	10	0	4	15	7	0	376	1586
1:45 PM	14	113	1	0	8	128	27	0	34	22	10	0	3	17	6	0	383	1577
2:00 PM	12	129	2	0	7	140	16	0	17	18	19	0	2	15	7	0	384	1538
2:15 PM	8	140	1	0	5	146	28	0	22	16	12	0	3	13	2	0	396	1539
2:30 PM	10	117	1	0	8	141	22	0	35	17	14	0	1	19	6	0	391	1554
2:45 PM	14	153	3	0	10	162	26	0	21	23	8	0	1	27	9	0	457	1628
3:00 PM	23	145	2	0	4	166	25	0	20	13	16	0	2	19	5	0	440	1

15-Min Count Period Beginning At	22 - US 395 (Northbound)				22 - US 395 (Southbound)				W Orchard Ave/E Hurlburt Ave (Eastbound)				W Orchard Ave/E Hurlburt Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:15 PM	15	128	0	0	5	176	32	0	22	32	10	0	1	27	4	0	452	1740
3:30 PM	16	182	1	0	6	146	27	0	45	44	17	0	4	27	4	0	519	1868
3:45 PM	14	175	7	0	8	144	15	0	31	26	16	0	3	20	6	0	465	1876
4:00 PM	14	171	4	0	7	159	38	0	28	37	18	0	4	15	6	0	501	1937
4:15 PM	9	129	1	0	11	132	20	0	27	25	11	0	3	26	10	0	404	1889
4:30 PM	13	156	2	0	15	134	23	0	20	23	12	0	5	22	7	0	432	1802
4:45 PM	21	147	1	0	9	147	22	0	22	16	12	0	3	23	4	0	427	1764
5:00 PM	22	153	2	0	8	134	32	0	18	39	10	0	3	23	8	0	452	1715
5:15 PM	7	153	3	0	7	117	18	0	22	24	17	0	4	30	6	0	408	1719
5:30 PM	13	109	0	0	6	136	22	0	24	19	15	0	0	19	9	0	372	1659
5:45 PM	12	129	1	0	3	125	18	0	21	19	11	0	2	18	6	0	365	1597
6:00 PM	5	85	1	0	9	113	19	0	16	27	6	0	3	21	8	0	313	1458
6:15 PM	5	119	2	0	6	124	31	0	18	18	12	0	3	20	11	0	369	1419
6:30 PM	10	123	5	0	7	97	12	0	20	9	11	0	5	15	10	0	324	1371
6:45 PM	8	98	0	0	11	84	29	0	16	13	11	0	2	15	12	0	299	1305
7:00 PM	5	95	0	0	11	112	23	0	17	21	9	0	3	10	9	0	315	1307
7:15 PM	7	107	1	0	3	83	16	0	10	14	10	0	3	26	4	0	284	1222
7:30 PM	6	96	2	0	7	69	6	0	15	9	4	0	4	9	9	0	236	1134
7:45 PM	3	75	0	0	1	71	19	0	12	15	3	0	2	12	10	0	223	1058
8:00 PM	5	67	0	0	6	81	11	0	20	10	3	0	3	12	8	0	226	969
8:15 PM	10	65	0	0	6	71	10	0	10	5	2	0	1	12	5	0	197	882
8:30 PM	2	60	3	0	7	63	7	0	7	7	0	0	2	9	4	0	171	817
8:45 PM	1	49	2	0	1	65	9	0	8	5	1	0	1	3	2	0	147	741
9:00 PM	5	46	0	0	5	49	11	0	7	3	2	0	1	3	9	0	141	656
9:15 PM	4	47	0	0	4	44	9	0	7	3	1	0	5	9	1	0	134	593
9:30 PM	1	43	0	0	2	42	6	0	5	3	1	0	0	3	2	0	108	530
9:45 PM	2	39	0	0	2	39	4	0	8	3	5	0	0	3	4	0	109	492

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	728	4	0	24	584	108	0	180	176	68	0	16	108	16	0	2076
Heavy Trucks	0	24	0		4	36	0		0	0	0		0	0	0		64
Buses																	
Pedestrians		4				8				44				0			56
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

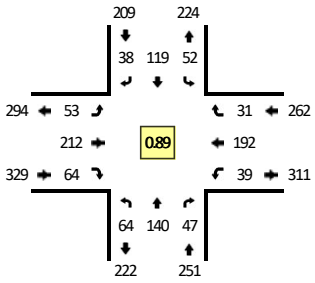
Type of peak hour being reported: Intersection Peak

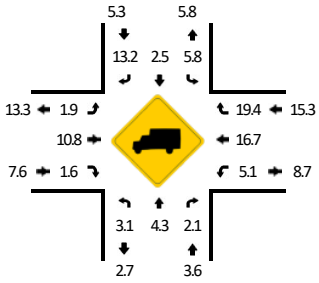
Method for determining peak hour: Total Entering Volume

LOCATION: 24 - NE 4th St -- OR 207
CITY/STATE: Hermiston, OR

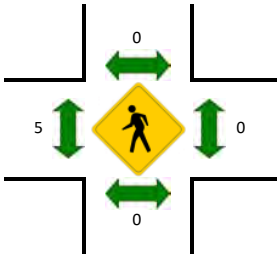
QC JOB #: 17138713
DATE: Tue, Aug 4 2020

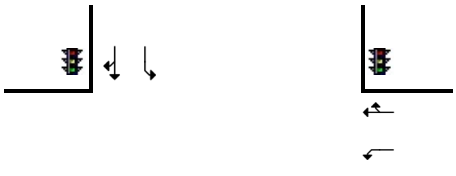
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

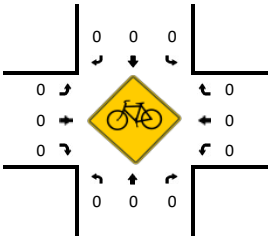


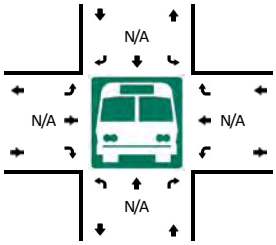


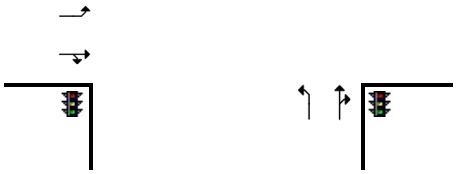
TRUE DATA TO IMPROVE MOBILITY

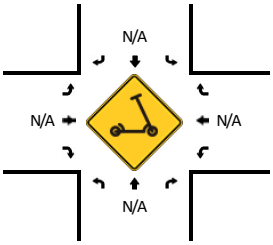












15-Min Count Period Beginning At	24 - NE 4th St (Northbound)				24 - NE 4th St (Southbound)				OR 207 (Eastbound)				OR 207 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	3	6	1	0	0	3	9	0	2	11	0	0	2	35	2	0	74	
6:15 AM	3	3	3	0	1	7	11	0	1	15	2	0	2	38	2	0	88	
6:30 AM	11	7	5	0	0	5	7	0	1	20	2	0	2	40	0	0	100	
6:45 AM	9	10	4	0	1	12	9	0	6	21	1	0	1	44	2	0	120	382
7:00 AM	9	9	0	0	2	9	8	0	5	17	7	0	5	43	5	0	119	427
7:15 AM	12	8	3	0	0	15	13	0	5	26	2	0	5	43	3	1	136	475
7:30 AM	10	13	4	0	4	19	9	1	4	30	6	0	4	54	1	0	159	534
7:45 AM	15	11	4	0	7	20	9	0	4	31	8	0	6	56	2	0	173	587
8:00 AM	15	10	1	0	2	13	14	0	6	28	10	0	6	41	1	0	147	615
8:15 AM	7	14	1	0	2	23	5	0	4	19	6	0	7	47	4	0	139	618
8:30 AM	7	11	5	0	1	18	4	0	6	20	6	0	5	46	7	0	136	595
8:45 AM	13	26	3	0	0	16	6	0	2	26	12	0	2	47	4	0	157	579
9:00 AM	15	21	4	0	5	20	10	0	9	35	12	0	7	45	6	0	189	621
9:15 AM	15	20	3	0	5	20	8	0	8	33	10	0	6	44	5	0	177	659
9:30 AM	15	20	3	0	4	19	7	0	5	31	10	0	4	41	4	0	163	686
9:45 AM	12	19	2	0	4	17	6	0	4	27	10	0	4	41	4	0	150	679
10:00 AM	14	21	8	0	8	20	11	0	10	40	12	0	5	42	6	1	198	688
10:15 AM	12	19	8	0	5	18	10	0	8	38	12	0	4	39	5	0	178	689
10:30 AM	12	18	6	0	4	18	7	0	7	34	10	0	4	37	4	0	161	687
10:45 AM	12	18	5	0	4	17	6	0	6	32	10	0	4	35	3	0	152	689
11:00 AM	22	24	10	0	7	24	7	1	6	36	12	0	6	46	2	0	203	694
11:15 AM	17	24	13	0	7	22	7	0	1	35	11	0	12	51	8	0	208	724
11:30 AM	12	26	9	0	4	28	11	0	10	46	10	0	4	39	7	0	206	769
11:45 AM	18	22	5	0	14	23	10	0	5	40	14	0	6	48	10	0	215	832
12:00 PM	23	26	7	0	15	37	16	0	5	45	20	0	10	39	6	0	249	878
12:15 PM	10	40	11	0	8	37	11	0	8	41	15	0	10	39	6	0	236	906
12:30 PM	22	31	10	0	6	28	14	0	9	33	10	0	3	52	5	0	223	923
12:45 PM	20	23	6	0	9	36	14	0	12	38	16	0	6	57	6	0	243	951
1:00 PM	14	35	11	0	12	30	9	0	11	25	9	0	5	49	10	0	220	922
1:15 PM	15	23	8	0	9	34	14	0	5	41	15	0	7	43	6	0	220	906
1:30 PM	20	21	6	0	8	22	6	0	8	43	16	0	8	32	3	0	193	876
1:45 PM	23	22	8	0	7	36	12	0	10	46	10	0	6	46	3	0	229	862
2:00 PM	15	26	7	0	7	33	11	0	22	47	17	0	5	46	8	0	244	886
2:15 PM	13	25	7	0	6	31	9	0	20	44	15	0	4	43	7	0	224	890
2:30 PM	12	24	7	0	6	31	8	0	20	43	15	0	4	41	7	0	218	915
2:45 PM	12	24	6	0	4	30	8	0	20	42	13	0	3	39	7	0	208	894
3:00 PM	23	28	6	0	18	22	5	0	9	45	21	0	6	46	4	0	233	883
3:15 PM	17	32	17	0	12	40	9	0	10	45	15	0	8	34	1	0	240	8

15-Min Count Period Beginning At	24 - NE 4th St (Northbound)				24 - NE 4th St (Southbound)				OR 207 (Eastbound)				OR 207 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	21	37	5	0	3	32	10	0	8	56	13	0	12	52	5	0	254	935
3:45 PM	21	31	11	0	10	31	10	0	12	45	9	0	11	34	8	0	233	960
4:00 PM	18	36	12	0	6	47	9	0	10	51	20	0	9	54	5	0	277	1004
4:15 PM	26	40	12	0	11	34	9	0	7	50	16	0	8	46	7	0	266	1030
4:30 PM	13	33	18	0	13	28	6	0	11	59	9	0	14	50	8	0	262	1038
4:45 PM	13	26	11	0	10	27	10	0	14	42	15	0	4	42	8	0	222	1027
5:00 PM	21	33	9	0	14	30	6	0	13	57	17	0	9	45	10	0	264	1014
5:15 PM	18	31	17	0	11	21	14	0	17	66	19	0	13	62	6	0	295	1043
5:30 PM	14	45	11	0	11	35	6	0	13	49	10	0	9	43	11	0	257	1038
5:45 PM	11	31	10	0	16	33	12	0	10	40	18	0	8	42	4	0	235	1051
6:00 PM	18	34	9	0	8	36	10	0	15	47	22	0	8	28	3	0	238	1025
6:15 PM	15	27	8	0	8	20	10	0	6	40	18	0	8	44	3	0	207	937
6:30 PM	14	21	8	0	12	23	9	0	9	39	14	0	6	38	3	0	196	876
6:45 PM	15	29	5	0	14	30	8	0	11	29	10	0	10	35	6	0	202	843
7:00 PM	10	21	8	0	8	23	9	0	10	36	9	0	4	41	7	0	186	791
7:15 PM	9	20	5	0	7	22	8	0	9	33	9	0	4	36	5	0	167	751
7:30 PM	8	20	4	0	5	21	6	0	9	33	8	0	3	35	5	0	157	712
7:45 PM	8	18	4	0	5	21	6	0	9	32	7	0	3	34	5	0	152	662
8:00 PM	6	16	6	0	9	19	9	0	8	17	11	0	5	27	4	0	137	613
8:15 PM	5	16	6	0	9	17	6	0	7	14	10	0	4	25	3	0	122	568
8:30 PM	5	16	5	0	7	17	6	0	6	14	10	0	3	23	2	0	114	525
8:45 PM	4	14	5	0	6	16	6	0	5	13	8	0	3	22	1	0	103	476
9:00 PM	6	10	4	0	3	12	8	0	7	25	7	0	3	24	4	0	113	452
9:15 PM	4	10	3	0	2	10	7	0	6	21	7	0	2	24	4	0	100	430
9:30 PM	4	8	3	0	2	10	6	0	4	19	6	0	1	21	3	0	87	403
9:45 PM	4	8	3	0	1	9	5	0	4	19	5	0	1	19	2	0	80	380

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	124	68	0	44	84	56	0	68	264	76	0	52	248	24	0	1180
Heavy Trucks	4	0	0		4	8	4		0	40	0		0	60	0		120
Buses																	
Pedestrians		0				0				8				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

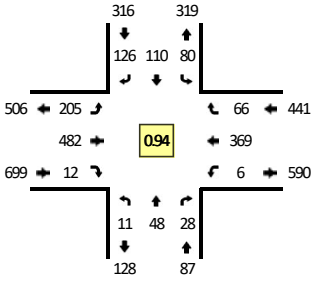
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

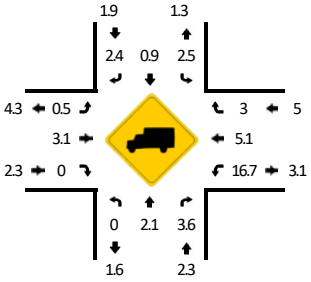
LOCATION: 25 - 1st Pl -- OR 207
CITY/STATE: Hermiston, OR

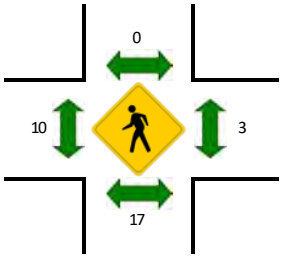
QC JOB #: 17138714
DATE: Tue, May 16 2023

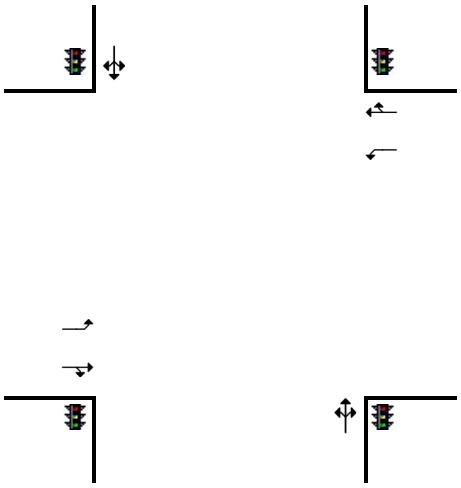
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

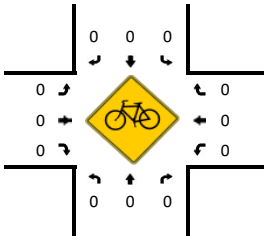


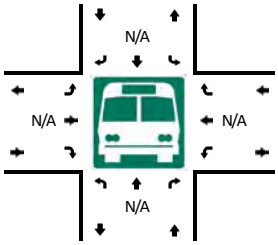
TRUE DATA TO IMPROVE MOBILITY

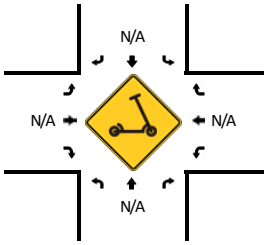












15-Min Count Period Beginning At	25 - 1st Pl (Northbound)				25 - 1st Pl (Southbound)				OR 207 (Eastbound)				OR 207 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	2	4	1	0	8	15	11	0	5	26	0	0	0	64	3	0	139	
6:15 AM	3	6	2	0	8	12	11	0	4	44	0	0	4	75	1	0	170	
6:30 AM	4	4	2	0	5	12	16	0	8	61	0	0	4	115	6	0	237	
6:45 AM	8	7	3	0	6	16	17	0	15	47	1	0	4	104	9	0	237	783
7:00 AM	1	8	4	0	8	8	20	0	13	45	0	0	2	58	6	0	173	817
7:15 AM	3	13	5	0	11	19	14	0	15	77	4	0	4	89	13	0	267	914
7:30 AM	0	14	4	0	16	22	31	0	25	71	5	0	4	85	2	0	279	956
7:45 AM	2	13	7	0	16	34	33	0	31	67	4	0	10	120	7	0	344	1063
8:00 AM	2	4	3	0	13	16	25	0	39	87	3	0	6	76	14	0	288	1178
8:15 AM	2	11	10	0	5	33	18	0	28	71	4	0	14	85	14	0	295	1206
8:30 AM	2	19	9	0	17	28	16	0	30	65	5	0	11	69	9	0	280	1207
8:45 AM	2	13	5	0	11	18	17	0	19	79	5	0	7	65	13	0	254	1117
9:00 AM	1	5	2	0	10	18	16	0	26	77	2	0	5	64	5	0	231	1060
9:15 AM	1	9	2	0	9	28	20	0	26	67	2	0	4	57	12	0	237	1002
9:30 AM	4	16	6	0	11	23	18	0	20	87	6	0	6	51	15	0	263	985
9:45 AM	3	8	6	0	7	17	18	0	33	83	3	0	6	81	6	0	271	1002
10:00 AM	5	18	3	0	10	21	18	0	25	84	4	0	6	69	11	0	274	1045
10:15 AM	1	12	8	0	7	24	26	0	26	63	5	0	8	68	16	0	264	1072
10:30 AM	4	4	4	0	5	16	19	0	26	78	5	0	6	81	7	0	255	1064
10:45 AM	3	8	5	0	7	25	21	0	34	88	1	0	5	84	9	0	290	1083
11:00 AM	2	16	6	0	11	19	20	0	28	78	12	0	7	63	16	0	278	1087
11:15 AM	3	11	8	0	15	29	22	0	22	84	8	0	10	75	13	0	300	1123
11:30 AM	1	15	7	0	7	26	27	0	40	97	5	0	7	71	19	0	322	1190
11:45 AM	2	20	11	0	13	26	22	0	33	96	5	0	7	73	11	0	319	1219
12:00 PM	6	22	1	0	11	32	26	0	33	88	11	0	3	93	10	0	336	1277
12:15 PM	3	10	2	0	9	22	24	0	26	94	6	0	4	82	15	0	297	1274
12:30 PM	6	20	3	0	11	28	25	0	26	83	6	0	9	93	10	0	320	1272
12:45 PM	8	10	8	0	16	29	32	0	34	82	7	0	6	99	9	0	340	1293
1:00 PM	2	9	3	0	8	19	30	0	29	84	3	0	8	103	13	0	311	1268
1:15 PM	5	14	9	0	13	17	22	0	29	80	7	0	10	85	15	0	306	1277
1:30 PM	3	20	3	0	10	24	37	0	24	80	5	0	13	86	10	0	315	1272
1:45 PM	5	9	9	0	15	22	21	0	22	66	5	0	4	89	9	0	276	1208
2:00 PM	5	5	4	0	8	26	39	0	32	80	8	0	12	83	8	0	310	1207
2:15 PM	3	19	2	0	10	16	39	0	29	79	5	0	4	90	10	0	306	1207
2:30 PM	3	11	5	0	4	19	24	0	35	93	2	0	9	107	29	0	341	1233
2:45 PM	3	8	7	0	8	38	24	0	24	93	3	0	10	94	18	0	330	1287
3:00 PM	1	21	3	0	12	46	27	0	43	90	6	0	11	90	9	0	359	1336
3:15 PM	1	17	3	0	9	31	22	0	42	98	10	0	11	77	16	0	337	1

15-Min Count Period Beginning At	25 - 1st Pl (Northbound)				25 - 1st Pl (Southbound)				OR 207 (Eastbound)				OR 207 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	1	27	8	0	8	26	23	0	45	102	4	0	14	91	18	0	367	1393
3:45 PM	5	14	5	0	12	22	32	0	52	95	1	0	5	97	16	0	356	1419
4:00 PM	2	17	6	0	9	41	45	0	48	85	4	0	1	99	12	0	369	1429
4:15 PM	1	9	10	0	12	38	31	0	49	113	6	0	0	92	17	0	378	1470
4:30 PM	4	12	5	0	21	32	30	0	51	117	3	0	4	100	13	0	392	1495
4:45 PM	4	12	5	0	18	35	19	0	49	110	3	0	2	89	15	0	361	1500
5:00 PM	2	15	8	0	29	5	46	0	56	142	0	0	0	88	21	0	412	1543
5:15 PM	1	9	6	0	33	0	56	0	41	107	2	0	0	93	20	0	368	1533
5:30 PM	2	9	4	0	29	0	30	0	43	123	1	0	0	90	31	0	362	1503
5:45 PM	3	12	1	0	17	0	34	0	36	102	2	0	0	83	15	0	305	1447
6:00 PM	1	7	2	0	19	0	45	0	31	100	0	0	1	91	18	0	315	1350
6:15 PM	1	5	1	0	19	0	34	0	27	68	0	0	0	94	11	0	260	1242
6:30 PM	2	12	2	0	22	0	20	0	19	69	0	0	2	88	18	0	254	1134
6:45 PM	1	6	1	0	14	0	25	0	29	68	0	0	2	68	12	0	226	1055
7:00 PM	1	3	1	0	9	0	27	0	38	72	0	0	1	63	10	0	225	965
7:15 PM	0	4	1	0	7	1	21	0	25	72	1	0	1	60	6	0	199	904
7:30 PM	1	1	3	0	14	0	21	0	22	68	0	0	0	55	8	0	193	843
7:45 PM	1	0	2	0	12	1	16	0	16	63	0	0	0	49	6	0	166	783
8:00 PM	0	5	1	0	12	0	24	0	13	52	0	0	0	44	8	0	159	717
8:15 PM	0	3	4	0	16	1	17	0	14	41	0	0	0	50	7	0	153	671
8:30 PM	0	3	1	0	9	0	9	0	10	49	0	0	0	44	11	0	136	614
8:45 PM	0	1	0	0	7	0	15	0	7	35	0	0	1	46	4	0	116	564
9:00 PM	0	5	3	0	6	1	12	0	11	33	0	0	1	41	8	0	121	526
9:15 PM	0	0	0	0	11	0	16	0	9	38	0	0	0	32	5	0	111	484
9:30 PM	0	0	0	0	8	1	7	0	3	35	0	0	1	34	6	0	95	443
9:45 PM	0	0	1	0	4	0	5	0	5	26	0	0	0	36	3	0	80	407

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	60	32	0	116	20	184	0	224	568	0	0	0	352	84	0	1648
Heavy Trucks	0	0	4		4	0	0		0	24	0		0	12	0		44
Buses																	
Pedestrians		16				0				4				0			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

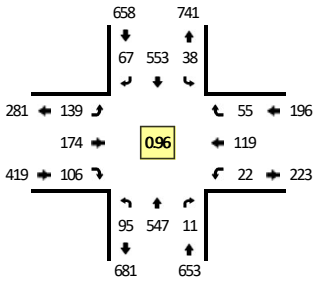
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: 26 - US 395 -- Highland Ave
CITY/STATE: Hermiston, OR

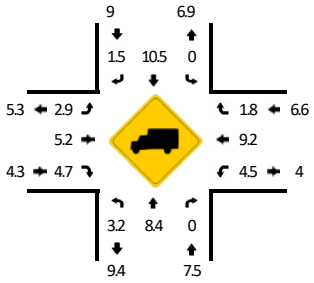
QC JOB #: 17138715
DATE: Thu, Apr 28 2022

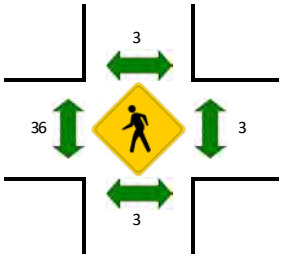
Peak-Hour: 3:15 PM -- 4:15 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

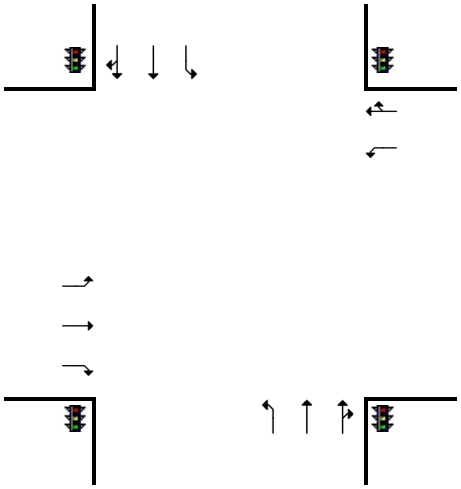


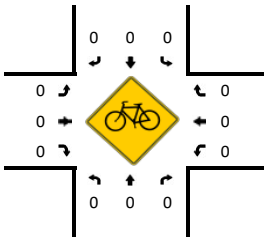


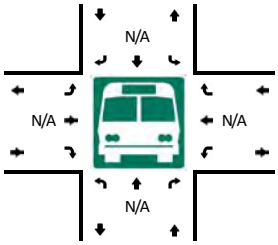
TRUE DATA TO IMPROVE MOBILITY

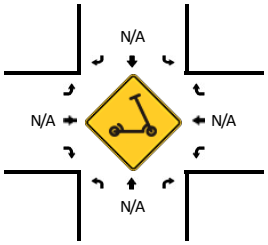












15-Min Count Period Beginning At	26 - US 395 (Northbound)				26 - US 395 (Southbound)				Highland Ave (Eastbound)				Highland Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	10	36	2	0	0	33	10	0	5	9	8	0	0	15	3	0	131	
6:15 AM	12	58	2	0	0	34	13	0	9	9	7	0	1	26	3	0	174	
6:30 AM	16	79	0	0	1	40	14	0	14	12	14	0	1	16	6	0	213	
6:45 AM	7	68	0	0	3	48	8	0	11	8	9	0	0	18	11	0	191	709
7:00 AM	6	43	0	0	2	61	7	0	19	13	16	0	1	20	7	0	195	773
7:15 AM	17	68	1	0	6	70	10	0	14	24	21	0	1	44	4	0	280	879
7:30 AM	20	90	1	0	3	73	14	0	22	26	25	0	1	38	3	0	316	982
7:45 AM	14	118	0	0	8	95	4	0	29	36	39	0	3	41	12	0	399	1190
8:00 AM	14	114	2	0	9	97	32	0	19	28	16	0	0	45	10	0	386	1381
8:15 AM	19	91	3	0	9	73	11	0	35	40	21	0	1	37	9	0	349	1450
8:30 AM	10	77	0	0	6	80	15	0	17	24	23	0	2	20	5	0	279	1413
8:45 AM	9	91	1	0	11	82	9	0	21	20	19	0	5	15	9	0	292	1306
9:00 AM	8	70	3	0	7	74	10	0	15	12	11	0	3	18	8	0	239	1159
9:15 AM	11	79	2	0	4	80	9	0	19	9	13	0	6	14	4	0	250	1060
9:30 AM	13	75	1	0	8	62	12	0	12	12	12	0	1	6	5	0	219	1000
9:45 AM	16	92	1	0	6	88	14	0	17	9	9	0	3	25	13	0	293	1001
10:00 AM	10	94	2	0	6	97	9	0	18	23	14	0	5	12	10	0	300	1062
10:15 AM	12	98	2	0	7	98	10	0	13	14	13	0	2	16	12	0	297	1109
10:30 AM	15	83	3	0	5	96	12	0	21	14	13	0	2	12	6	0	282	1172
10:45 AM	16	100	1	0	18	89	7	0	21	18	37	0	4	14	12	0	337	1216
11:00 AM	10	104	1	0	6	96	10	0	21	17	11	0	6	16	6	0	304	1220
11:15 AM	22	108	0	0	11	113	15	0	24	13	12	0	2	10	11	0	341	1264
11:30 AM	13	108	2	0	11	89	11	0	35	25	13	0	4	20	16	0	347	1329
11:45 AM	26	104	1	0	11	91	15	0	37	25	13	0	3	17	12	0	355	1347
12:00 PM	26	125	1	0	8	109	11	0	17	16	17	0	3	12	20	0	365	1408
12:15 PM	25	121	4	0	15	116	14	0	23	20	19	0	4	17	13	0	391	1458
12:30 PM	16	110	4	0	8	105	23	0	23	15	20	0	6	11	9	0	350	1461
12:45 PM	15	94	4	0	6	107	16	0	7	13	15	0	6	15	23	0	321	1427
1:00 PM	17	117	2	0	13	124	12	0	22	24	10	0	4	15	17	0	377	1439
1:15 PM	19	85	2	0	9	80	15	0	33	17	21	0	3	19	13	0	316	1364
1:30 PM	14	97	2	0	10	98	15	0	30	14	13	0	2	15	12	0	322	1336
1:45 PM	16	100	3	0	13	99	21	0	17	35	20	0	3	32	8	0	367	1382
2:00 PM	20	99	2	0	11	120	19	0	28	20	16	0	3	30	14	0	382	1387
2:15 PM	28	106	2	0	12	111	26	0	17	16	19	0	4	18	13	0	372	1443
2:30 PM	14	92	2	0	7	130	11	0	34	22	17	0	6	25	16	0	376	1497
2:45 PM	22	118	1	0	14	148	14	0	27	28	24	0	3	21	12	0	432	1562
3:00 PM	17	124	4	0	10	149	17	0	17	22	21	0	6	29	14	0	430	1610
3:15 PM	28	127	3	0	12	159	16	0	22	28	24	0	6	26	15	0	466	1

15-Min Count Period Beginning At	26 - US 395 (Northbound)				26 - US 395 (Southbound)				Highland Ave (Eastbound)				Highland Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	22	123	4	0	9	125	15	0	52	75	22	0	3	45	8	0	503	1831
3:45 PM	18	141	0	0	13	127	18	0	33	32	31	0	7	20	13	0	453	1852
4:00 PM	27	156	4	0	4	142	18	0	32	39	29	0	6	28	19	0	504	1926
4:15 PM	28	101	4	0	11	114	15	0	26	36	21	0	9	28	13	0	406	1866
4:30 PM	15	136	6	0	17	139	10	0	27	42	22	0	3	31	10	0	458	1821
4:45 PM	30	141	4	0	14	122	12	0	28	44	16	0	10	29	7	0	457	1825
5:00 PM	32	141	6	0	16	107	14	0	27	57	27	0	6	45	12	0	490	1811
5:15 PM	31	107	2	0	13	108	20	0	48	59	22	0	6	31	13	0	460	1865
5:30 PM	23	82	2	0	6	137	19	0	30	39	21	0	3	38	11	0	411	1818
5:45 PM	14	85	4	0	6	98	21	0	33	37	13	0	6	29	13	0	359	1720
6:00 PM	24	77	1	0	4	98	15	0	23	29	18	0	1	24	5	0	319	1549
6:15 PM	15	87	3	0	5	110	19	0	32	29	20	0	1	24	11	0	356	1445
6:30 PM	21	96	0	0	11	81	17	0	25	20	17	0	1	31	17	0	337	1371
6:45 PM	15	77	3	0	7	74	20	0	24	18	18	0	4	21	7	0	288	1300
7:00 PM	16	66	4	0	17	80	10	0	23	31	15	0	1	26	9	0	298	1279
7:15 PM	20	89	3	0	6	76	25	0	22	23	8	0	5	24	5	0	306	1229
7:30 PM	8	65	0	0	1	55	17	0	29	25	11	0	3	21	7	0	242	1134
7:45 PM	14	48	1	0	6	65	12	0	24	21	4	0	2	21	3	0	221	1067
8:00 PM	16	49	0	0	6	61	17	0	23	23	15	0	3	16	5	0	234	1003
8:15 PM	14	101	1	0	8	108	14	0	20	13	8	0	1	9	5	0	302	999
8:30 PM	11	41	2	0	4	43	17	0	12	5	9	0	3	11	2	0	160	917
8:45 PM	15	36	1	0	6	51	10	0	12	10	8	0	0	9	8	0	166	862
9:00 PM	15	35	2	0	3	40	13	0	14	9	9	0	1	13	0	0	154	782
9:15 PM	11	31	0	0	4	28	9	0	14	18	10	0	0	13	2	0	140	620
9:30 PM	4	21	1	0	2	29	11	0	14	9	2	0	1	10	4	0	108	568
9:45 PM	9	36	1	0	2	25	13	0	7	6	5	0	1	5	3	0	113	515

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	108	624	16	0	16	568	72	0	128	156	116	0	24	112	76	0	2016
Heavy Trucks	8	60	0		0	68	4		4	4	8		0	4	0		160
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

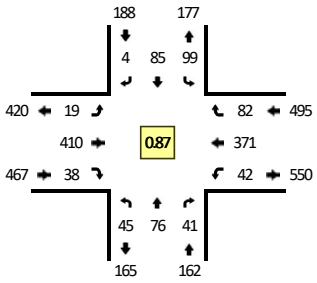
Type of peak hour being reported: Intersection Peak

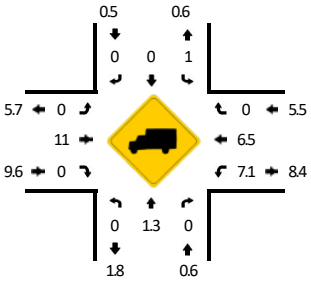
Method for determining peak hour: Total Entering Volume

LOCATION: 29 - SE 4th St -- US 395
CITY/STATE: Hermiston, OR

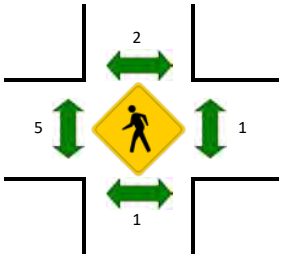
QC JOB #: 17138716
DATE: Mon, Aug 17 2020

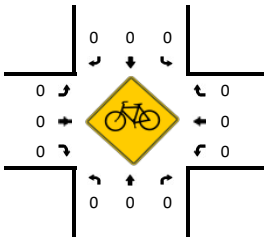
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

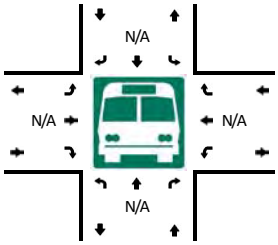


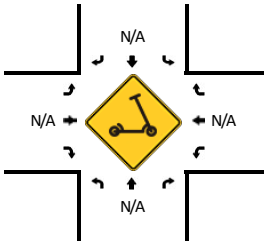


TRUE DATA TO IMPROVE MOBILITY









15-Min Count Period Beginning At	29 - SE 4th St (Northbound)				29 - SE 4th St (Southbound)				US 395 (Eastbound)				US 395 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	4	0	2	0	4	4	0	0	0	38	1	0	0	26	1	0	80	
6:15 AM	3	2	2	0	1	7	0	0	0	34	1	0	2	38	2	0	92	
6:30 AM	2	2	2	0	8	6	1	0	0	40	2	0	2	37	5	0	107	
6:45 AM	3	3	4	0	8	16	0	0	0	40	3	0	3	64	7	0	151	430
7:00 AM	0	8	8	0	10	8	0	0	0	38	0	0	3	42	6	0	123	473
7:15 AM	4	3	4	0	10	7	0	0	1	36	3	0	3	54	4	0	129	510
7:30 AM	5	2	5	0	18	6	1	0	0	75	4	0	8	69	9	0	202	605
7:45 AM	3	5	4	0	13	8	2	0	1	80	3	0	5	81	8	0	213	667
8:00 AM	3	5	3	0	7	10	0	0	1	41	2	0	4	65	6	0	147	691
8:15 AM	8	4	8	0	18	7	0	0	0	57	2	0	1	56	11	0	172	734
8:30 AM	5	7	4	0	11	11	0	0	0	57	4	0	1	45	4	0	149	681
8:45 AM	4	7	2	0	10	9	1	0	2	52	5	0	4	63	8	0	167	635
9:00 AM	10	6	5	0	14	5	0	0	1	60	5	0	4	66	6	0	182	670
9:15 AM	7	7	5	0	10	15	0	0	1	60	5	0	6	85	11	0	212	710
9:30 AM	10	11	4	0	8	16	0	0	4	69	6	0	6	80	14	0	228	789
9:45 AM	6	8	7	0	17	8	0	0	3	69	3	0	10	70	11	0	212	834
10:00 AM	11	15	3	0	11	19	1	0	1	82	9	0	8	72	9	0	241	893
10:15 AM	17	9	5	0	13	19	0	0	3	86	9	0	11	105	11	0	288	969
10:30 AM	13	8	2	0	16	10	2	0	3	67	8	0	6	77	8	0	220	961
10:45 AM	7	4	7	0	15	6	2	0	2	82	11	0	3	80	10	0	229	978
11:00 AM	10	11	6	0	15	14	2	0	4	65	10	0	5	69	10	0	221	958
11:15 AM	9	9	10	0	14	19	2	0	0	66	7	0	10	91	15	0	252	922
11:30 AM	12	14	4	0	16	14	1	0	4	85	12	0	9	82	24	0	277	979
11:45 AM	11	9	5	0	18	16	1	0	4	94	17	0	9	95	15	0	294	1044
12:00 PM	13	22	6	0	16	15	1	0	3	94	6	0	17	96	17	0	306	1129
12:15 PM	9	13	11	0	11	16	1	0	5	79	11	0	9	107	18	0	290	1167
12:30 PM	13	12	6	0	21	20	2	0	2	96	10	0	9	89	11	0	291	1181
12:45 PM	12	11	10	0	16	9	1	0	4	93	8	0	10	108	19	0	301	1188
1:00 PM	12	12	6	0	23	21	3	0	2	80	9	0	5	89	11	0	273	1155
1:15 PM	12	16	3	0	16	15	2	0	4	96	8	0	8	85	12	0	277	1142
1:30 PM	10	11	5	0	18	15	1	0	3	92	12	0	10	94	29	0	300	1151
1:45 PM	13	19	12	0	20	16	0	0	2	94	10	0	8	74	22	0	290	1140
2:00 PM	12	11	4	0	25	18	3	0	2	86	7	0	7	97	12	0	284	1151
2:15 PM	10	12	7	0	23	19	2	0	2	87	12	0	8	90	9	0	281	1155
2:30 PM	11	12	6	0	21	18	1	0	2	89	12	0	9	96	17	0	294	1149
2:45 PM	6	11	11	0	13	9	1	0	4	110	8	0	6	91	17	0	287	1146
3:00 PM	6	11	9	0	15	21	2	0	6	92	15	0	2	111	21	0	311	1173
3:15 PM	9	13	11	0	13	18	2	0	4	87	5	0	4	96	7	0	269	1

15-Min Count Period Beginning At	29 - SE 4th St (Northbound)				29 - SE 4th St (Southbound)				US 395 (Eastbound)				US 395 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	9	33	10	0	17	20	1	0	2	76	8	0	12	96	21	0	305	1172
3:45 PM	11	14	6	0	21	22	1	0	4	84	8	0	4	73	8	0	256	1141
4:00 PM	9	20	5	0	14	18	3	0	4	116	14	0	6	107	20	0	336	1166
4:15 PM	16	16	7	0	36	20	0	0	7	105	15	0	9	83	16	0	330	1227
4:30 PM	11	22	10	0	17	20	2	0	0	101	7	0	9	89	24	0	312	1234
4:45 PM	13	16	10	0	23	25	0	0	5	81	7	0	6	83	25	0	294	1272
5:00 PM	5	22	14	0	23	20	2	0	7	123	9	0	18	116	17	0	376	1312
5:15 PM	10	19	4	0	19	18	1	0	5	114	12	0	10	89	23	0	324	1306
5:30 PM	12	16	2	0	22	24	2	0	4	75	6	0	12	89	26	0	290	1284
5:45 PM	11	12	5	0	12	22	1	0	4	73	9	0	8	78	24	0	259	1249
6:00 PM	12	14	6	0	12	25	2	0	2	63	7	0	6	65	13	0	227	1100
6:15 PM	6	19	10	0	14	12	0	0	2	57	8	0	5	62	14	0	209	985
6:30 PM	8	15	6	0	6	19	1	0	4	51	7	0	5	72	14	0	208	903
6:45 PM	12	13	0	0	10	8	1	0	2	56	2	0	4	36	7	0	151	795
7:00 PM	8	11	4	0	8	9	1	0	3	50	8	0	7	49	5	0	163	731
7:15 PM	3	8	2	0	11	11	1	0	5	49	6	0	2	55	12	0	165	687
7:30 PM	10	9	4	0	7	12	0	0	2	48	10	0	3	44	13	0	162	641
7:45 PM	1	7	4	0	11	10	0	0	1	38	9	0	6	30	9	0	126	616
8:00 PM	7	7	4	0	17	6	0	0	1	45	3	0	1	40	9	0	140	593
8:15 PM	4	8	5	0	6	6	0	0	0	32	8	0	2	41	6	0	118	546
8:30 PM	5	7	4	0	6	5	0	0	0	34	1	0	3	24	5	0	94	478
8:45 PM	3	8	1	0	5	8	1	0	2	20	3	0	0	20	6	0	77	429
9:00 PM	2	5	2	0	6	4	0	0	1	15	9	0	0	20	2	0	66	355
9:15 PM	4	6	1	0	3	5	0	0	0	17	2	0	2	23	6	0	69	306
9:30 PM	2	2	0	0	4	3	0	0	1	13	2	0	0	13	2	0	42	254
9:45 PM	1	2	1	0	1	4	0	0	0	14	3	0	3	12	2	0	43	220

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	88	56	0	92	80	8	0	28	492	36	0	72	464	68	0	1504
Heavy Trucks	0	0	0		0	0	0		0	48	0		4	36	0		88
Buses																	
Pedestrians		0				8				8				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

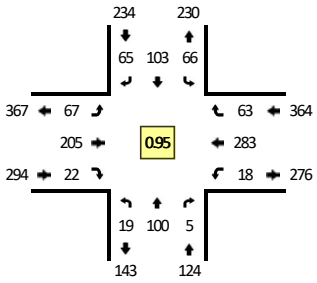
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

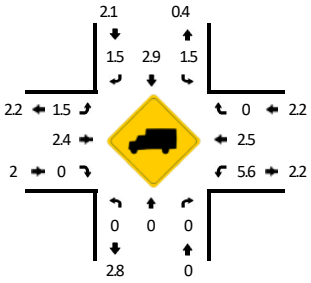
LOCATION: 30 - 1st Pl -- W Hermiston Ave
CITY/STATE: Hermiston, OR

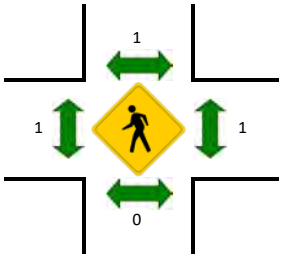
QC JOB #: 17138717
DATE: Tue, Oct 1 2013

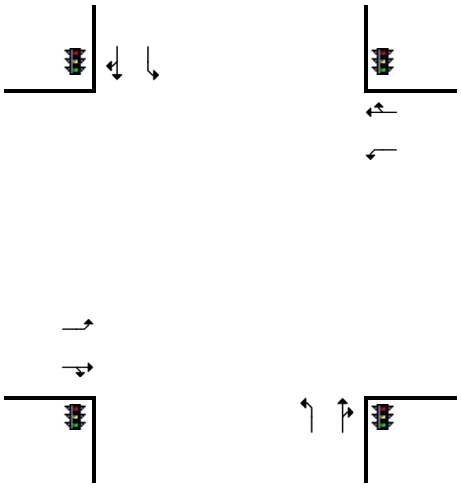
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

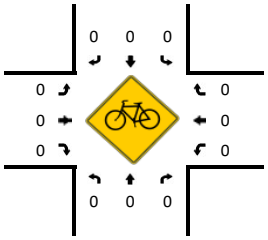


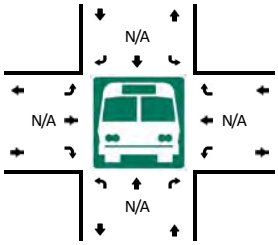
TRUE DATA TO IMPROVE MOBILITY

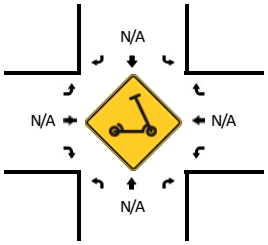












15-Min Count Period Beginning At	30 - 1st Pl (Northbound)				30 - 1st Pl (Southbound)				W Hermiston Ave (Eastbound)				W Hermiston Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	1	2	0	0	6	2	4	0	4	13	0	0	1	17	3	0	53	
6:15 AM	0	8	0	0	7	6	2	0	3	14	0	0	0	19	4	0	63	
6:30 AM	0	6	0	0	2	6	2	0	8	13	0	0	1	21	7	0	66	
6:45 AM	1	6	0	0	7	9	5	0	12	17	0	0	1	21	6	0	85	267
7:00 AM	1	14	1	0	5	12	5	0	5	28	0	0	0	16	9	0	96	310
7:15 AM	0	8	0	0	9	12	5	0	9	31	0	0	2	30	10	0	116	363
7:30 AM	1	4	1	0	12	14	10	0	12	45	1	0	0	25	11	0	136	433
7:45 AM	3	19	1	0	20	25	6	0	14	63	3	0	5	54	11	0	224	572
8:00 AM	3	18	0	0	9	26	6	0	17	29	1	0	2	33	4	0	148	624
8:15 AM	1	15	5	0	12	10	8	0	21	42	2	0	3	21	8	0	148	656
8:30 AM	3	7	1	0	9	13	6	0	11	38	2	0	2	27	5	0	124	644
8:45 AM	3	5	0	0	12	17	7	0	10	41	0	0	1	27	10	0	133	553
9:00 AM	3	16	3	0	9	17	9	0	14	44	2	0	4	39	9	0	169	574
9:15 AM	3	16	1	0	8	13	8	0	13	42	1	0	2	39	8	0	154	580
9:30 AM	2	15	1	0	8	13	7	0	11	39	1	0	1	38	7	0	143	599
9:45 AM	0	15	0	0	8	13	5	0	11	39	0	0	1	37	7	0	136	602
10:00 AM	5	19	2	0	11	18	17	0	14	48	3	0	5	42	12	0	196	629
10:15 AM	4	16	2	0	9	17	15	0	14	47	2	0	4	40	10	0	180	655
10:30 AM	4	16	2	0	9	16	14	0	11	44	2	0	3	39	9	0	169	681
10:45 AM	4	16	0	0	9	16	14	0	11	44	1	0	3	38	9	0	165	710
11:00 AM	5	14	3	0	8	28	15	0	11	40	1	0	2	32	7	0	166	680
11:15 AM	5	12	1	0	8	29	14	0	15	45	3	0	1	46	17	0	196	696
11:30 AM	4	41	4	0	8	13	9	0	13	61	2	0	3	44	8	0	210	737
11:45 AM	6	26	1	0	11	27	19	0	13	53	2	0	2	45	9	0	214	786
12:00 PM	6	19	1	0	6	34	6	0	15	53	8	0	2	43	13	0	206	826
12:15 PM	8	16	0	0	12	18	13	0	14	61	2	0	2	45	7	0	198	828
12:30 PM	6	18	1	0	9	25	11	0	23	44	3	0	2	33	7	0	182	800
12:45 PM	6	27	0	0	15	19	15	0	19	35	4	0	2	43	10	0	195	781
1:00 PM	6	24	3	0	11	20	17	0	15	46	4	0	4	49	13	0	212	787
1:15 PM	5	21	2	0	11	18	17	0	15	43	3	0	4	45	9	0	193	782
1:30 PM	5	20	2	0	11	17	14	0	15	43	2	0	4	44	9	0	186	786
1:45 PM	5	19	2	0	9	17	14	0	13	43	2	0	3	44	9	0	180	771
2:00 PM	7	17	3	0	11	16	17	0	13	44	3	0	4	53	11	0	199	758
2:15 PM	6	17	3	0	9	15	16	0	13	43	3	0	4	50	11	0	190	755
2:30 PM	5	16	3	0	9	15	15	0	12	41	3	0	2	50	11	0	182	751
2:45 PM	5	14	2	0	9	14	14	0	12	41	2	0	2	49	11	0	175	746
3:00 PM	5	18	2	0	8	22	17	0	13	52	4	0	2	56	10	0	209	756
3:15 PM	4	24	3	0	13	29	14	0	13	49	4	0	1	63	9	0	226	7

15-Min Count Period Beginning At	30 - 1st Pl (Northbound)				30 - 1st Pl (Southbound)				W Hermiston Ave (Eastbound)				W Hermiston Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	5	34	6	0	17	28	10	0	23	66	0	0	7	57	16	0	269	879
3:45 PM	6	26	2	0	19	14	13	0	15	64	3	0	2	68	12	0	244	948
4:00 PM	6	20	3	0	9	18	12	0	15	63	0	0	3	60	13	0	222	961
4:15 PM	3	36	2	0	24	21	12	0	15	53	3	0	7	68	14	0	258	993
4:30 PM	5	20	3	0	22	30	16	0	20	52	8	0	7	71	12	0	266	990
4:45 PM	8	18	0	0	10	21	18	0	15	55	6	0	4	60	17	0	232	978
5:00 PM	3	26	0	0	10	31	19	0	17	45	5	0	0	84	20	0	260	1016
5:15 PM	2	20	4	0	13	17	17	0	11	74	0	0	1	74	11	0	244	1002
5:30 PM	4	11	2	0	8	21	18	0	18	51	3	0	0	54	12	0	202	938
5:45 PM	4	20	1	0	11	14	11	0	10	47	3	0	1	49	10	0	181	887
6:00 PM	3	17	2	0	11	23	13	0	13	49	4	0	1	61	15	0	212	839
6:15 PM	3	16	2	0	11	22	12	0	9	47	3	0	1	60	13	0	199	794
6:30 PM	1	16	2	0	10	22	11	0	9	47	2	0	1	59	13	0	193	785
6:45 PM	1	15	0	0	9	21	10	0	9	46	2	0	1	59	13	0	186	790
7:00 PM	4	15	2	0	8	11	8	0	11	34	1	0	3	47	7	0	151	729
7:15 PM	4	11	1	0	7	9	7	0	9	31	1	0	1	44	7	0	132	662
7:30 PM	3	11	1	0	6	9	7	0	8	31	1	0	1	44	5	0	127	596
7:45 PM	2	11	1	0	6	8	7	0	8	30	0	0	0	43	5	0	121	531
8:00 PM	4	7	2	0	5	6	6	0	5	26	1	0	2	32	6	0	102	482
8:15 PM	4	5	1	0	5	6	5	0	4	24	1	0	1	30	3	0	89	439
8:30 PM	3	5	1	0	4	5	5	0	4	24	1	0	0	29	3	0	84	396
8:45 PM	2	5	1	0	3	4	5	0	4	24	1	0	0	28	3	0	80	355
9:00 PM	0	1	0	0	2	4	7	0	3	14	0	0	0	15	2	0	48	301
9:15 PM	0	0	0	0	1	3	5	0	3	14	0	0	0	15	1	0	42	254
9:30 PM	0	0	0	0	1	3	4	0	3	13	0	0	0	13	0	0	37	207
9:45 PM	0	0	0	0	0	2	4	0	3	12	0	0	0	13	0	0	34	161

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	80	12	0	88	120	64	0	80	208	32	0	28	284	48	0	1064
Heavy Trucks	0	0	0		0	8	0		0	8	0		0	20	0		36
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

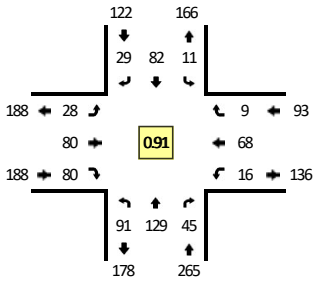
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

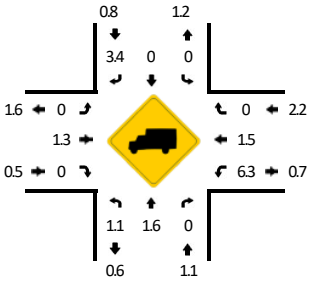
LOCATION: 32 - NE 4th St -- E Theater Ln
CITY/STATE: Hermiston, OR

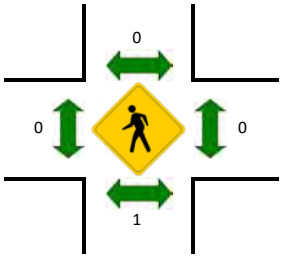
QC JOB #: 17138718
DATE: Tue, Jun 4 2024

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

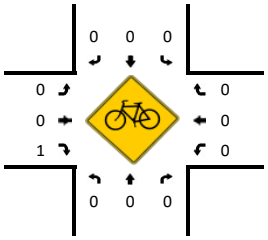


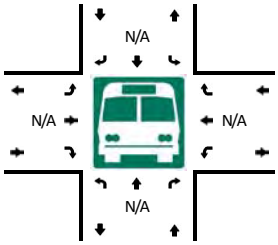




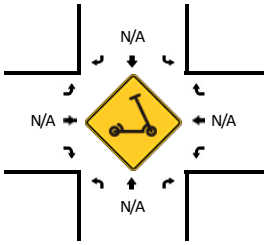












15-Min Count Period Beginning At	32 - NE 4th St (Northbound)				32 - NE 4th St (Southbound)				E Theater Ln (Eastbound)				E Theater Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	1	5	1	0	1	7	4	0	0	3	3	0	3	8	0	0	36	
6:15 AM	5	5	0	0	0	7	4	0	2	2	5	0	6	11	0	0	47	
6:30 AM	7	8	1	0	0	14	5	0	4	8	3	0	3	15	0	0	68	
6:45 AM	5	12	1	0	0	10	7	0	1	6	1	0	1	12	3	0	59	210
7:00 AM	9	10	4	0	1	20	4	0	1	7	6	0	5	9	3	0	79	253
7:15 AM	9	12	2	0	5	11	4	0	2	11	8	0	2	24	1	0	91	297
7:30 AM	14	18	2	0	5	20	8	0	5	6	5	0	9	17	2	0	111	340
7:45 AM	12	20	2	0	3	19	10	0	2	5	9	0	1	15	2	0	100	381
8:00 AM	10	10	3	0	3	16	8	0	4	6	4	0	1	12	1	0	78	380
8:15 AM	11	7	2	0	1	8	7	0	5	12	6	0	3	12	2	0	76	365
8:30 AM	3	11	7	0	1	9	9	0	5	5	6	0	3	9	0	0	68	322
8:45 AM	8	15	1	0	0	14	3	0	1	6	11	0	2	7	1	0	69	291
9:00 AM	7	10	2	0	2	10	3	0	7	2	1	0	3	5	1	0	53	266
9:15 AM	7	12	2	0	1	8	9	0	2	3	4	0	4	7	2	0	61	251
9:30 AM	7	9	0	0	2	15	4	0	2	3	9	0	4	5	2	0	62	245
9:45 AM	10	11	2	0	0	10	2	0	1	4	9	0	3	9	0	0	61	237
10:00 AM	7	14	3	0	1	17	3	0	2	5	6	0	3	8	1	0	70	254
10:15 AM	7	6	2	0	1	11	2	0	4	6	14	0	3	9	1	0	66	259
10:30 AM	8	10	4	0	0	14	3	0	3	5	8	0	3	8	0	0	66	263
10:45 AM	15	9	3	0	0	10	3	0	6	15	10	0	4	8	1	0	84	286
11:00 AM	15	14	3	0	0	10	12	0	8	10	12	0	4	8	0	0	96	312
11:15 AM	12	14	1	0	2	8	2	0	5	10	8	0	3	6	1	0	72	318
11:30 AM	9	18	6	0	0	9	6	0	7	12	15	0	4	13	1	0	100	352
11:45 AM	15	30	2	0	0	24	4	0	6	2	13	0	2	10	0	0	108	376
12:00 PM	18	19	4	0	3	14	7	0	6	14	15	0	4	6	2	0	112	392
12:15 PM	19	16	4	0	2	17	7	0	10	13	12	0	0	12	2	0	114	434
12:30 PM	19	16	5	0	1	18	4	0	5	14	23	0	0	13	2	0	120	454
12:45 PM	22	23	4	0	1	12	3	0	0	11	16	0	0	15	2	0	109	455
1:00 PM	12	16	3	0	1	19	5	0	4	10	19	0	5	7	2	0	103	446
1:15 PM	15	25	5	0	0	15	7	0	6	5	7	0	4	15	2	0	106	438
1:30 PM	9	5	2	0	0	7	2	0	1	1	3	0	0	7	0	0	37	355
1:45 PM	16	19	4	0	2	19	4	0	4	15	19	0	0	12	1	0	115	361
2:00 PM	12	14	6	0	2	11	4	0	4	13	12	0	5	15	3	0	101	359
2:15 PM	12	22	9	0	1	19	8	0	7	11	13	0	6	7	1	0	116	369
2:30 PM	16	24	9	0	1	10	5	0	11	15	6	0	8	11	7	0	123	455
2:45 PM	14	25	4	0	3	23	10	0	8	15	14	0	2	7	1	0	126	466
3:00 PM	23	12	5	0	2	19	6	0	3	11	13	0	1	12	2	0	109	474
3:15 PM	13	19	4	0	3	21	3	0	10	18	10	0	2	10	5	0	118	4

15-Min Count Period Beginning At	32 - NE 4th St (Northbound)				32 - NE 4th St (Southbound)				E Theater Ln (Eastbound)				E Theater Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	13	40	9	0	0	17	8	0	13	13	17	0	5	16	5	0	156	509
3:45 PM	27	32	4	0	3	17	4	0	15	25	16	0	4	13	3	0	163	546
4:00 PM	18	29	6	0	3	32	5	0	7	18	10	0	0	20	2	0	150	587
4:15 PM	27	38	9	0	4	17	9	0	6	21	13	0	2	18	2	0	166	635
4:30 PM	15	33	13	0	1	24	3	0	7	21	10	0	7	15	2	0	151	630
4:45 PM	22	30	11	0	3	22	9	0	6	15	32	0	2	13	2	0	167	634
5:00 PM	27	28	12	0	3	19	8	0	9	23	25	0	5	22	3	0	184	668
5:15 PM	14	25	7	0	1	20	7	0	12	25	20	0	4	17	2	0	154	656
5:30 PM	11	20	7	0	4	13	6	0	6	23	16	0	6	9	2	0	123	628
5:45 PM	14	25	8	0	3	21	5	0	10	12	13	0	2	18	4	0	135	596
6:00 PM	19	21	9	0	1	14	4	0	8	19	12	0	6	12	2	0	127	539
6:15 PM	15	20	9	0	4	15	8	0	9	14	17	0	3	11	1	0	126	511
6:30 PM	18	18	1	0	1	14	5	0	10	16	14	0	2	8	4	0	111	499
6:45 PM	12	14	4	0	4	8	3	0	6	11	12	0	2	6	2	0	84	448
7:00 PM	12	20	4	0	0	12	4	0	8	16	12	0	9	7	1	0	105	426
7:15 PM	4	26	7	0	0	14	2	0	6	18	13	0	2	3	0	0	95	395
7:30 PM	11	17	5	0	3	16	5	0	4	11	4	0	3	4	0	0	83	367
7:45 PM	6	11	3	0	1	11	1	0	4	8	6	0	9	5	1	0	66	349
8:00 PM	8	14	6	0	2	8	2	0	5	13	7	0	1	6	1	0	73	317
8:15 PM	7	11	6	0	3	9	3	0	7	13	15	0	4	6	0	0	84	306
8:30 PM	8	18	1	0	1	9	3	0	5	13	10	0	2	7	1	0	78	301
8:45 PM	6	14	1	0	5	9	3	0	8	16	7	0	0	8	1	0	78	313
9:00 PM	7	11	3	0	2	9	0	0	5	9	5	0	5	4	1	0	61	301
9:15 PM	7	8	5	0	1	3	5	0	1	11	5	0	2	6	1	0	55	272
9:30 PM	3	7	1	0	0	10	0	0	2	10	5	0	4	6	1	0	49	243
9:45 PM	3	6	3	0	0	11	3	0	2	4	0	0	2	3	2	0	39	204

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	108	112	48	0	12	76	32	0	36	92	100	0	20	88	12	0	736
Heavy Trucks	4	0	0		0	0	0		0	4	0		0	4	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

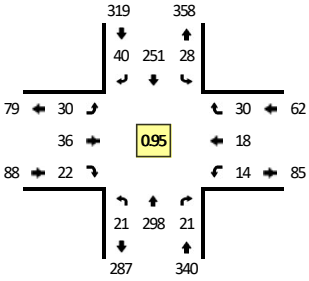
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

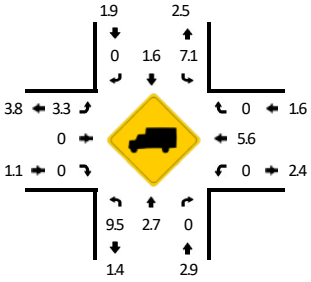
LOCATION: 34 - NE 4th St -- E Jennie Ave
CITY/STATE: Hermiston, OR

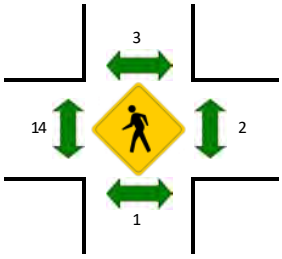
QC JOB #: 17138719
DATE: Tue, Jun 4 2024

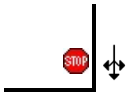
Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

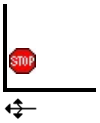


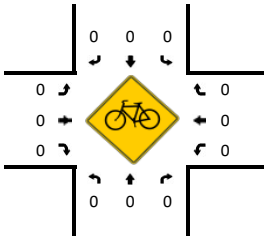
TRUE DATA TO IMPROVE MOBILITY

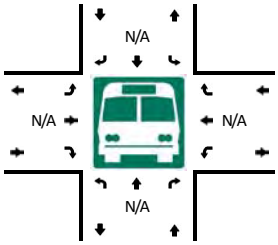


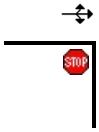


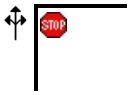


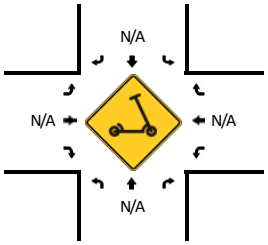












15-Min Count Period Beginning At	34 - NE 4th St (Northbound)				34 - NE 4th St (Southbound)				E Jennie Ave (Eastbound)				E Jennie Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	4	12	0	0	1	10	3	0	0	1	1	0	1	1	3	0	37	
6:15 AM	2	14	0	0	1	16	1	0	1	1	0	0	0	6	2	0	44	
6:30 AM	6	11	2	0	1	14	6	0	0	1	0	0	4	3	3	0	51	
6:45 AM	3	24	0	0	1	25	2	0	2	1	7	0	2	3	4	0	74	206
7:00 AM	1	19	1	0	2	29	3	0	1	1	4	0	1	5	5	0	72	241
7:15 AM	3	29	0	0	2	40	5	0	6	4	6	0	9	3	5	0	112	309
7:30 AM	4	28	5	0	5	56	6	0	2	2	4	0	0	8	8	0	128	386
7:45 AM	5	49	5	0	2	62	7	0	4	5	4	0	10	9	4	0	166	478
8:00 AM	7	28	3	0	5	42	7	0	6	3	5	0	4	3	6	0	119	525
8:15 AM	2	37	4	0	3	46	1	0	2	2	2	0	2	5	5	0	111	524
8:30 AM	4	25	1	0	6	32	3	0	1	1	4	0	1	3	2	0	83	479
8:45 AM	2	28	1	0	2	36	2	0	2	0	3	0	1	6	6	0	89	402
9:00 AM	5	22	1	0	1	26	5	0	2	3	2	0	0	1	3	0	71	354
9:15 AM	1	24	1	0	4	38	3	0	2	0	0	0	1	2	2	0	78	321
9:30 AM	4	23	0	0	3	24	3	0	4	2	3	0	2	5	3	0	76	314
9:45 AM	4	24	3	0	0	38	4	0	1	3	3	0	3	4	6	0	93	318
10:00 AM	1	32	1	0	2	37	6	0	1	4	1	0	0	3	1	0	89	336
10:15 AM	4	18	1	0	3	27	1	0	0	3	0	0	6	2	6	0	71	329
10:30 AM	8	42	3	0	2	32	3	0	4	1	4	0	1	6	4	0	110	363
10:45 AM	3	40	1	0	5	40	2	0	5	3	1	0	2	2	3	0	107	377
11:00 AM	5	28	3	0	7	39	2	0	4	2	3	0	2	1	7	0	103	391
11:15 AM	8	42	2	0	5	37	4	0	1	3	3	0	4	3	4	0	116	436
11:30 AM	2	48	2	0	4	44	6	0	5	4	5	0	1	4	4	0	129	455
11:45 AM	2	42	4	0	4	51	6	0	7	5	4	0	2	4	9	0	140	488
12:00 PM	3	53	0	0	6	57	6	0	4	6	8	0	3	8	7	0	161	546
12:15 PM	3	51	1	0	5	59	3	0	7	3	7	0	3	8	6	0	156	586
12:30 PM	6	51	3	0	8	54	2	0	5	5	7	0	2	2	4	0	149	606
12:45 PM	3	52	4	0	3	58	5	0	3	0	8	0	1	2	3	0	142	608
1:00 PM	3	41	2	0	1	67	5	0	2	6	5	0	2	1	2	0	137	584
1:15 PM	3	48	3	0	5	47	8	0	2	6	1	0	1	7	5	0	136	564
1:30 PM	2	52	2	0	1	39	7	0	6	1	6	0	2	5	2	0	125	540
1:45 PM	4	44	4	0	3	49	4	0	3	7	2	0	1	12	5	0	138	536
2:00 PM	3	43	2	0	7	56	4	0	1	4	5	0	1	6	2	0	134	533
2:15 PM	8	41	3	0	3	59	6	0	5	2	8	0	5	9	6	0	155	552
2:30 PM	8	60	8	0	5	59	7	0	19	9	8	0	2	3	8	0	196	623
2:45 PM	5	54	7	0	7	56	7	0	4	7	9	0	1	9	6	0	172	657
3:00 PM	4	42	3	0	8	70	5	0	7	6	2	0	4	4	6	0	161	684
3:15 PM	3	59	2	0	5	68	10	0	9	6	9	0	3	5	5	0	184	7

15-Min Count Period Beginning At	34 - NE 4th St (Northbound)				34 - NE 4th St (Southbound)				E Jennie Ave (Eastbound)				E Jennie Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	4	79	4	0	6	66	5	0	9	6	9	0	3	9	4	0	204	721
3:45 PM	3	78	8	0	6	58	10	0	4	7	5	0	3	7	10	0	199	748
4:00 PM	8	69	5	0	7	59	8	0	9	10	7	0	4	4	7	0	197	784
4:15 PM	4	72	5	0	6	67	10	0	11	8	5	0	1	4	8	0	201	801
4:30 PM	6	79	3	0	9	67	12	0	6	11	5	0	6	3	5	0	212	809
4:45 PM	2	57	8	0	9	56	6	0	1	4	8	0	6	2	10	0	169	779
5:00 PM	8	78	3	0	10	69	4	0	3	4	4	0	5	6	7	0	201	783
5:15 PM	0	52	3	0	8	69	1	0	11	10	9	0	3	6	7	0	179	761
5:30 PM	9	65	5	0	7	62	6	0	5	8	2	0	0	8	9	0	186	735
5:45 PM	6	43	3	0	8	52	6	0	5	5	4	0	1	3	2	0	138	704
6:00 PM	2	52	2	0	1	55	4	0	4	6	5	0	3	5	4	0	143	646
6:15 PM	7	41	2	0	8	50	2	0	4	2	5	0	0	3	3	0	127	594
6:30 PM	1	25	1	0	6	50	6	0	2	5	1	0	5	1	4	0	107	515
6:45 PM	2	31	2	0	3	26	4	0	3	7	3	0	3	2	4	0	90	467
7:00 PM	0	37	2	0	3	35	2	0	3	3	3	0	2	4	7	0	101	425
7:15 PM	0	55	3	0	5	29	8	0	5	0	2	0	1	3	4	0	115	413
7:30 PM	4	32	1	0	8	35	5	0	2	6	0	0	3	3	2	0	101	407
7:45 PM	4	24	1	0	5	22	2	0	9	5	2	0	1	4	5	0	84	401
8:00 PM	3	26	0	0	4	23	9	0	3	3	1	0	1	0	3	0	76	376
8:15 PM	4	34	3	0	6	25	6	0	3	3	2	0	1	2	2	0	91	352
8:30 PM	3	26	1	0	4	38	3	0	1	5	4	0	1	1	4	0	91	342
8:45 PM	1	23	5	0	3	23	3	0	4	3	7	0	2	1	5	0	80	338
9:00 PM	1	40	1	0	5	19	5	0	3	3	0	0	3	0	3	0	83	345
9:15 PM	0	15	0	0	5	16	1	0	3	4	3	0	2	4	3	0	56	310
9:30 PM	1	23	3	0	2	19	4	0	1	3	0	0	1	2	0	0	59	278
9:45 PM	2	10	3	0	3	27	0	0	4	5	2	0	0	0	2	0	58	256

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	316	12	0	36	268	48	0	24	44	20	0	24	12	20	0	848
Heavy Trucks	4	4	0		0	4	0		0	0	0		0	4	0		16
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

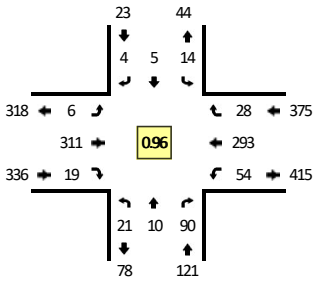
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

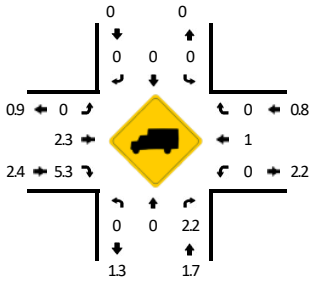
LOCATION: 35 - SW 7th St -- W Hermiston Ave
CITY/STATE: Hermiston, OR

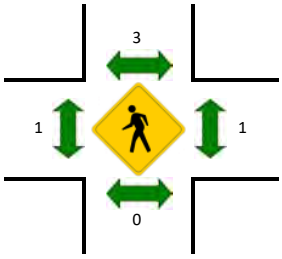
QC JOB #: 17138720
DATE: Tue, Jun 4 2024

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

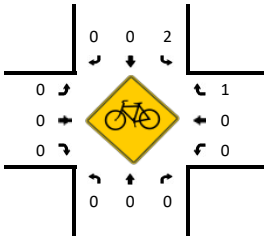


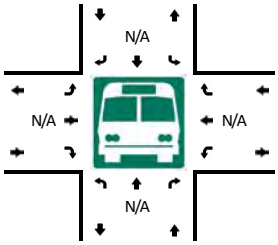




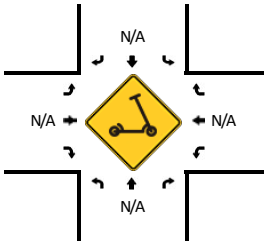












15-Min Count Period Beginning At	35 - SW 7th St (Northbound)				35 - SW 7th St (Southbound)				W Hermiston Ave (Eastbound)				W Hermiston Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	2	7	0	0	2	1	0	1	11	0	0	1	24	7	0	56	
6:15 AM	2	1	4	0	0	0	0	0	0	10	2	0	3	38	3	0	63	
6:30 AM	1	0	4	0	2	0	1	0	0	16	2	0	1	37	4	0	68	
6:45 AM	4	0	8	0	2	0	2	0	0	23	3	0	4	30	1	0	77	264
7:00 AM	2	2	5	0	2	0	0	0	0	28	1	0	4	23	1	0	68	276
7:15 AM	4	0	15	0	3	1	3	0	0	30	6	0	6	38	2	0	108	321
7:30 AM	5	0	15	0	3	1	2	0	2	38	6	0	9	38	1	0	120	373
7:45 AM	8	4	19	0	0	0	1	0	0	59	5	0	8	49	2	0	155	451
8:00 AM	4	4	18	0	5	1	2	0	0	40	9	0	9	36	4	0	132	515
8:15 AM	7	0	14	0	4	1	1	0	2	40	7	0	6	42	2	0	126	533
8:30 AM	4	1	10	0	3	1	2	0	1	29	2	0	6	39	3	0	101	514
8:45 AM	1	0	8	0	2	0	3	0	4	37	3	0	2	40	3	0	103	462
9:00 AM	3	2	7	0	5	0	2	0	0	35	0	0	2	27	1	0	84	414
9:15 AM	5	2	4	0	4	2	1	0	1	33	4	0	5	30	2	0	93	381
9:30 AM	6	1	14	0	5	0	2	0	2	34	2	0	2	40	4	0	112	392
9:45 AM	5	2	10	0	7	0	3	0	2	47	6	0	7	50	5	0	144	433
10:00 AM	3	1	6	0	7	0	0	0	2	52	2	0	7	50	4	0	134	483
10:15 AM	1	0	11	0	4	0	3	0	2	44	2	0	6	57	7	0	137	527
10:30 AM	1	1	16	0	3	2	0	0	3	46	6	0	4	41	6	0	129	544
10:45 AM	7	1	11	0	3	1	0	0	2	50	3	0	3	43	4	0	128	528
11:00 AM	4	1	10	0	7	0	1	0	0	42	5	0	9	47	4	0	130	524
11:15 AM	4	3	16	0	0	0	1	0	2	52	3	0	9	56	6	0	152	539
11:30 AM	6	1	15	0	1	0	1	0	2	65	3	0	2	52	5	0	153	563
11:45 AM	4	1	13	0	3	0	2	0	3	57	4	0	7	56	7	0	157	592
12:00 PM	1	0	9	0	4	1	3	0	1	58	3	0	13	52	2	0	147	609
12:15 PM	3	0	10	0	1	0	1	0	3	47	0	0	15	54	4	0	138	595
12:30 PM	2	3	13	0	4	1	1	0	0	46	1	0	11	64	3	0	149	591
12:45 PM	5	1	16	0	3	0	5	0	0	54	5	0	12	54	6	0	161	595
1:00 PM	5	0	14	0	5	1	1	0	0	54	0	0	11	53	6	0	150	598
1:15 PM	1	1	16	0	6	3	1	0	2	46	3	0	14	54	7	0	154	614
1:30 PM	3	0	13	0	3	0	2	0	1	58	2	0	8	54	5	0	149	614
1:45 PM	5	1	9	0	4	0	2	0	2	54	2	0	8	53	4	0	144	597
2:00 PM	4	2	6	0	3	1	0	0	1	62	1	0	10	53	6	0	149	596
2:15 PM	0	1	15	0	5	1	1	0	0	54	6	0	16	59	4	0	162	604
2:30 PM	5	2	16	0	3	4	1	0	0	47	3	0	15	69	3	0	168	623
2:45 PM	1	0	15	0	7	1	0	0	0	65	1	0	15	82	2	0	189	668
3:00 PM	4	1	14	0	5	0	3	0	0	61	7	0	15	65	2	0	177	696
3:15 PM	7	1	18	0	7	0	3	0	1	58	3	0	9	67	9	0	183	7

15-Min Count Period Beginning At	35 - SW 7th St (Northbound)				35 - SW 7th St (Southbound)				W Hermiston Ave (Eastbound)				W Hermiston Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	11	5	29	0	5	2	1	0	0	73	7	0	10	77	3	0	223	772
3:45 PM	5	2	27	0	3	1	1	0	4	71	4	0	21	66	7	0	212	795
4:00 PM	2	2	19	0	3	1	0	0	1	86	3	0	11	78	7	0	213	831
4:15 PM	3	1	15	0	3	1	2	0	1	81	5	0	12	72	11	0	207	855
4:30 PM	4	2	11	0	1	2	3	0	1	77	4	0	12	81	10	0	208	840
4:45 PM	8	3	7	0	9	1	2	0	1	69	7	0	20	75	6	0	208	836
5:00 PM	5	2	17	0	5	3	6	0	0	71	4	0	9	71	4	0	197	820
5:15 PM	3	0	10	0	6	2	5	0	1	55	3	0	7	66	1	0	159	772
5:30 PM	5	1	11	0	4	1	2	0	3	77	3	0	11	66	5	0	189	753
5:45 PM	5	1	24	0	2	1	0	0	1	71	4	0	12	60	11	0	192	737
6:00 PM	4	2	9	0	4	1	1	0	2	43	4	0	11	68	4	0	153	693
6:15 PM	2	0	8	0	4	0	2	0	1	48	2	0	12	54	8	0	141	675
6:30 PM	0	2	9	0	1	1	3	0	0	48	1	0	7	41	6	0	119	605
6:45 PM	2	2	12	0	1	0	2	0	1	37	3	0	14	44	4	0	122	535
7:00 PM	3	3	14	0	4	2	5	0	0	32	2	0	5	41	5	0	116	498
7:15 PM	3	1	12	0	5	1	0	0	1	52	4	0	9	43	6	0	137	494
7:30 PM	2	0	6	0	4	2	2	0	2	32	5	0	6	43	4	0	108	483
7:45 PM	2	1	4	0	5	1	0	0	1	27	2	0	6	45	4	0	98	459
8:00 PM	4	1	9	0	5	1	1	0	1	37	0	0	4	38	5	0	106	449
8:15 PM	1	0	4	0	3	0	5	0	0	32	2	0	3	35	3	0	88	400
8:30 PM	2	1	2	0	5	0	3	0	1	25	1	0	5	38	3	0	86	378
8:45 PM	0	0	4	0	3	1	2	0	1	25	0	0	6	22	5	0	69	349
9:00 PM	3	1	12	0	1	0	0	0	3	19	1	0	5	28	3	0	76	319
9:15 PM	0	1	5	0	0	0	0	0	0	16	0	0	3	23	0	0	48	279
9:30 PM	0	0	3	0	1	0	1	0	0	14	0	0	4	29	1	0	53	246
9:45 PM	1	0	3	0	0	0	1	0	2	12	1	0	2	10	1	0	33	210

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	44	20	116	0	20	8	4	0	0	292	28	0	40	308	12	0	892
Heavy Trucks	0	0	4		0	0	0		0	4	0		0	0	0		8
Buses																	
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		4	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

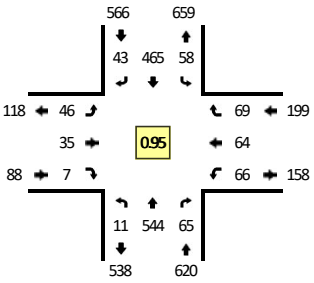
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

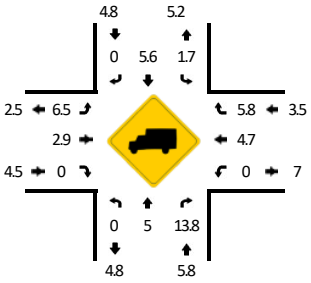
LOCATION: 38 - OR 207 -- W Orchard Ave
CITY/STATE: Hermiston, OR

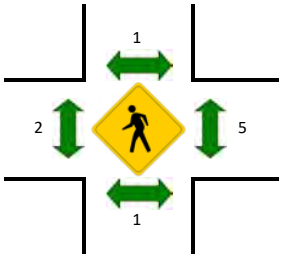
QC JOB #: 17138721
DATE: Wed, Apr 20 2022

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

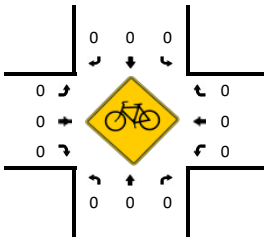


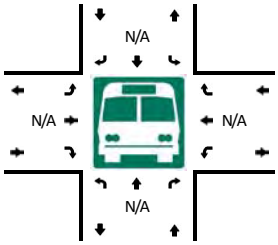




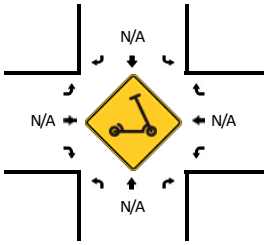












15-Min Count Period Beginning At	38 - OR 207 (Northbound)				38 - OR 207 (Southbound)				W Orchard Ave (Eastbound)				W Orchard Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	1	37	2	0	4	90	6	0	6	2	2	0	6	4	7	0	167	
6:15 AM	0	65	5	0	2	90	4	0	1	2	2	0	7	1	4	0	183	
6:30 AM	2	64	1	0	4	102	6	0	2	1	2	0	5	2	4	0	195	
6:45 AM	2	105	6	0	3	78	5	0	6	0	1	0	6	4	2	0	218	763
7:00 AM	2	80	6	0	8	77	2	0	6	2	4	0	5	5	4	0	201	797
7:15 AM	1	94	13	1	10	89	3	1	5	5	0	0	5	3	8	0	238	852
7:30 AM	2	135	19	0	15	85	6	0	6	14	2	0	12	6	7	0	309	966
7:45 AM	0	121	20	0	14	91	7	0	13	17	1	0	3	9	15	0	311	1059
8:00 AM	1	109	14	0	15	71	9	0	8	11	1	0	11	15	11	0	276	1134
8:15 AM	1	88	8	0	14	56	9	0	7	5	1	0	9	9	12	0	219	1115
8:30 AM	1	80	11	0	13	53	8	0	12	9	2	0	5	5	7	0	206	1012
8:45 AM	4	84	23	0	14	92	6	0	7	8	4	0	5	2	5	0	254	955
9:00 AM	1	114	17	0	17	99	12	0	2	9	0	0	12	7	7	0	297	976
9:15 AM	3	98	19	0	4	69	12	0	11	9	3	0	2	6	7	0	243	1000
9:30 AM	1	105	5	0	6	76	1	0	4	3	3	0	11	9	9	0	233	1027
9:45 AM	4	83	5	0	6	67	10	0	6	5	4	0	10	2	5	0	207	980
10:00 AM	0	74	10	0	8	55	11	0	10	9	1	0	8	5	9	0	200	883
10:15 AM	3	82	8	0	8	83	11	0	9	6	2	0	5	4	8	0	229	869
10:30 AM	0	94	16	0	8	98	8	0	9	7	2	0	8	8	7	0	265	901
10:45 AM	3	79	5	0	13	67	10	0	10	9	3	0	6	2	13	0	220	914
11:00 AM	2	93	10	0	14	99	11	0	10	2	3	0	12	7	9	0	272	986
11:15 AM	0	63	17	0	15	68	12	0	7	9	1	0	12	8	11	0	223	980
11:30 AM	0	94	6	0	4	91	8	0	7	1	1	0	11	6	7	0	236	951
11:45 AM	0	101	13	0	8	90	10	0	8	11	0	0	11	7	15	0	274	1005
12:00 PM	2	88	24	0	16	106	8	0	10	13	3	0	17	8	22	0	317	1050
12:15 PM	2	100	15	0	7	76	7	0	7	6	1	0	8	8	9	0	246	1073
12:30 PM	2	105	15	0	4	110	7	0	6	5	3	0	21	8	10	0	296	1133
12:45 PM	3	97	12	0	7	69	10	0	8	9	1	0	15	3	15	0	249	1108
1:00 PM	0	91	9	0	15	93	10	0	8	6	3	0	6	5	12	0	258	1049
1:15 PM	1	101	10	0	17	90	7	0	6	6	2	0	7	3	9	0	259	1062
1:30 PM	1	102	15	0	15	87	11	0	10	11	4	0	12	8	16	0	292	1058
1:45 PM	1	115	7	0	13	105	10	0	12	9	2	0	13	14	23	0	324	1133
2:00 PM	4	111	15	0	13	104	18	0	10	8	2	0	14	14	7	0	320	1195
2:15 PM	3	96	16	0	8	101	13	0	7	11	5	0	9	10	16	0	295	1231
2:30 PM	0	105	6	0	11	108	19	0	9	8	4	0	14	8	11	0	303	1242
2:45 PM	2	104	9	0	12	113	7	0	11	5	2	0	20	12	14	0	311	1229
3:00 PM	2	97	13	0	9	114	11	0	8	4	3	0	16	8	10	0	295	1204
3:15 PM	0	129	18	0	15	112	8	0	10	9	1	0	20	15	11	0	348	1

15-Min Count Period Beginning At	38 - OR 207 (Northbound)				38 - OR 207 (Southbound)				W Orchard Ave (Eastbound)				W Orchard Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	4	117	22	0	20	123	10	0	11	8	0	0	22	22	28	0	387	1341
3:45 PM	3	150	11	0	9	117	11	0	15	8	2	0	14	12	18	0	370	1400
4:00 PM	4	148	14	0	14	113	14	0	10	10	4	0	10	15	12	0	368	1473
4:15 PM	2	114	15	0	10	109	12	0	9	6	9	0	14	12	12	0	324	1449
4:30 PM	4	117	9	0	15	134	12	0	13	11	1	0	20	10	10	0	356	1418
4:45 PM	1	148	13	0	7	123	2	0	6	11	0	0	16	10	10	0	347	1395
5:00 PM	4	131	11	0	8	141	17	0	9	7	2	0	13	14	7	0	364	1391
5:15 PM	2	122	11	0	5	157	25	0	10	10	5	0	14	11	9	0	381	1448
5:30 PM	3	132	12	0	9	117	13	0	6	12	3	0	7	10	9	0	333	1425
5:45 PM	4	123	10	0	11	104	16	0	15	10	2	0	17	8	12	0	332	1410
6:00 PM	0	98	6	0	7	133	11	0	9	9	5	0	12	8	7	0	305	1351
6:15 PM	2	101	12	0	3	104	10	0	7	4	1	0	10	7	6	0	267	1237
6:30 PM	3	98	8	0	5	92	7	0	9	7	5	0	9	6	10	0	259	1163
6:45 PM	0	96	9	0	7	89	8	0	7	8	4	0	8	16	4	0	256	1087
7:00 PM	1	75	5	0	6	104	8	0	8	5	4	0	14	7	5	0	242	1024
7:15 PM	0	100	10	0	6	68	3	0	1	3	1	0	11	5	3	0	211	968
7:30 PM	0	72	11	0	8	59	10	0	7	4	2	0	5	4	1	0	183	892
7:45 PM	0	67	4	0	0	52	6	0	4	4	3	0	10	6	4	0	160	796
8:00 PM	1	63	5	0	5	63	7	0	14	7	4	0	7	5	5	0	186	740
8:15 PM	1	54	4	0	3	48	7	0	4	2	1	0	6	6	6	0	142	671
8:30 PM	1	36	1	0	3	38	5	0	7	3	3	0	10	2	2	0	111	599
8:45 PM	1	38	1	0	5	30	0	0	4	3	1	0	3	4	4	0	94	533
9:00 PM	0	31	2	0	1	41	11	0	2	1	1	0	3	2	2	0	97	444
9:15 PM	2	23	3	0	1	53	4	0	3	1	3	0	8	4	0	0	105	407
9:30 PM	0	29	3	0	3	21	5	0	3	1	1	0	0	0	0	0	66	362
9:45 PM	1	21	0	0	1	36	4	0	1	2	1	0	3	0	1	0	71	339

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	16	468	88	0	80	492	40	0	44	32	0	0	88	88	112	0	1548
Heavy Trucks	0	16	32		4	28	0		4	0	0		0	4	4		92
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

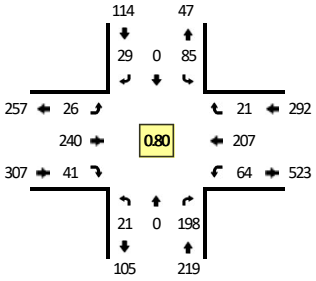
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

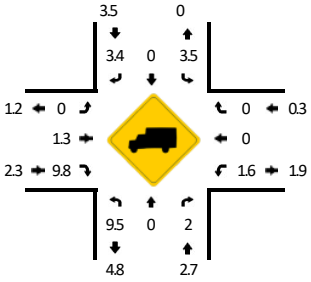
LOCATION: 39 - S 1st St -- W Orchard Ave
CITY/STATE: Hermiston, OR

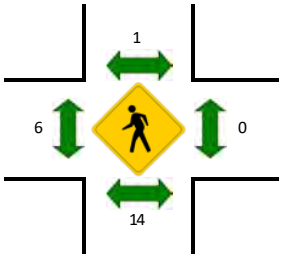
QC JOB #: 17138722
DATE: Tue, Jun 4 2024

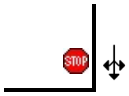
Peak-Hour: 3:00 PM -- 4:00 PM
Peak 15-Min: 3:30 PM -- 3:45 PM

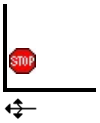


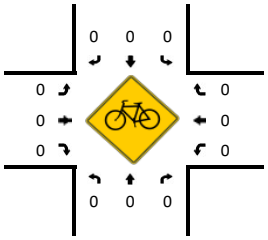
TRUE DATA TO IMPROVE MOBILITY

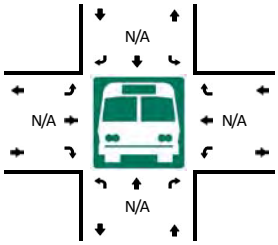


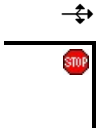


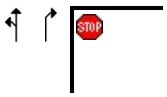


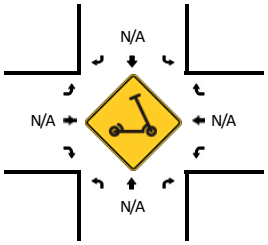












15-Min Count Period Beginning At	39 - S 1st St (Northbound)				39 - S 1st St (Southbound)				W Orchard Ave (Eastbound)				W Orchard Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	2	0	7	0	1	0	0	0	1	7	1	0	3	14	0	0	36	
6:15 AM	1	0	23	0	8	0	1	0	1	15	4	0	15	17	1	0	86	
6:30 AM	2	0	8	0	7	0	2	0	0	12	4	0	6	18	0	0	59	
6:45 AM	4	0	7	0	7	0	4	0	1	19	5	0	13	26	0	0	86	267
7:00 AM	4	0	19	0	8	0	6	0	1	23	7	0	23	27	0	0	118	349
7:15 AM	3	0	12	0	16	0	0	0	2	28	5	0	20	31	0	0	117	380
7:30 AM	5	0	16	0	15	0	8	0	1	33	5	0	20	41	3	0	147	468
7:45 AM	7	0	26	0	11	0	3	0	4	53	11	0	46	63	2	0	226	608
8:00 AM	8	0	34	0	7	0	6	0	7	37	13	0	48	48	0	0	208	698
8:15 AM	7	0	45	0	21	0	0	0	2	33	13	0	60	55	0	0	236	817
8:30 AM	1	0	32	0	13	0	3	0	3	35	7	0	23	36	4	0	157	827
8:45 AM	2	0	17	0	8	0	5	0	3	35	3	0	14	22	4	0	113	714
9:00 AM	3	0	13	0	15	0	4	0	2	19	3	0	15	27	1	0	102	608
9:15 AM	5	0	19	0	11	0	2	0	5	31	6	0	17	31	8	0	135	507
9:30 AM	5	0	15	0	9	0	9	0	3	30	9	0	16	25	5	0	126	476
9:45 AM	8	0	15	0	19	0	4	0	3	35	12	0	12	32	3	0	143	506
10:00 AM	7	0	11	0	16	0	5	0	2	33	10	0	17	30	4	0	135	539
10:15 AM	7	0	21	0	15	0	3	0	3	38	6	0	8	28	2	0	131	535
10:30 AM	9	0	28	0	19	0	5	0	2	37	10	0	10	40	4	0	164	573
10:45 AM	11	0	21	1	17	0	6	0	1	43	2	0	13	34	6	0	155	585
11:00 AM	12	0	26	0	17	0	13	0	3	39	15	0	9	48	7	0	189	639
11:15 AM	7	0	45	0	18	0	3	0	12	60	14	0	18	47	5	0	229	737
11:30 AM	7	0	32	0	22	0	9	0	3	46	8	0	17	33	4	0	181	754
11:45 AM	7	0	27	0	14	0	4	0	4	52	10	0	24	59	4	0	205	804
12:00 PM	7	0	35	0	19	0	8	0	9	69	7	0	18	52	7	0	231	846
12:15 PM	6	0	24	0	19	0	10	0	2	47	9	0	21	70	5	0	213	830
12:30 PM	10	0	26	0	22	0	7	0	4	52	14	0	25	51	5	0	216	865
12:45 PM	6	0	22	0	14	0	4	0	6	51	9	0	17	54	2	0	185	845
1:00 PM	5	0	27	0	8	0	2	0	0	43	7	0	6	53	5	0	156	770
1:15 PM	1	0	22	0	18	0	4	0	2	41	13	0	16	44	4	0	165	722
1:30 PM	5	0	15	0	17	0	7	0	3	46	5	0	11	43	2	0	154	660
1:45 PM	8	0	23	0	24	0	10	0	5	52	14	0	10	28	6	0	180	655
2:00 PM	5	0	24	0	14	0	9	0	5	49	8	0	10	49	4	0	177	676
2:15 PM	13	0	29	0	15	0	10	0	5	44	9	0	19	55	5	0	204	715
2:30 PM	7	0	46	0	17	0	6	0	10	69	15	0	7	48	6	0	231	792
2:45 PM	4	0	21	0	22	0	0	0	6	56	15	0	15	36	8	0	183	795
3:00 PM	8	0	20	0	27	0	5	0	4	45	10	0	19	53	6	0	197	815
3:15 PM	6	0	37	0	20	0	10	0	6	49	9	0	21	55	5	0	218	8

15-Min Count Period Beginning At	39 - S 1st St (Northbound)				39 - S 1st St (Southbound)				W Orchard Ave (Eastbound)				W Orchard Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	4	0	86	0	19	0	8	0	7	87	10	0	13	53	5	0	292	890
3:45 PM	3	0	55	0	19	0	6	0	9	59	12	0	11	46	5	0	225	932
4:00 PM	10	0	40	0	17	0	6	0	5	58	5	0	17	26	8	0	192	927
4:15 PM	7	0	34	0	20	0	2	0	4	47	8	0	13	48	8	0	191	900
4:30 PM	2	0	33	0	20	0	6	0	5	59	2	0	12	68	2	0	209	817
4:45 PM	5	0	33	0	15	0	6	0	4	45	7	0	16	42	2	0	175	767
5:00 PM	5	0	34	0	30	0	2	0	5	44	6	0	16	40	3	0	185	760
5:15 PM	3	0	23	0	32	0	6	0	3	46	6	0	43	33	4	0	199	768
5:30 PM	6	0	31	0	35	0	4	0	6	34	8	0	41	39	5	0	209	768
5:45 PM	10	0	24	0	32	0	6	0	1	32	6	0	29	35	1	0	176	769
6:00 PM	4	0	22	0	11	0	6	0	0	29	5	0	17	35	1	0	130	714
6:15 PM	7	0	13	0	14	0	5	0	5	26	8	0	13	47	3	0	141	656
6:30 PM	4	0	15	0	8	0	0	0	1	20	3	0	9	25	3	0	88	535
6:45 PM	1	0	13	0	7	0	1	0	0	27	7	0	11	25	2	0	94	453
7:00 PM	5	0	56	0	11	0	3	0	5	33	5	0	12	22	1	0	153	476
7:15 PM	4	0	48	0	16	0	1	0	1	22	7	0	27	26	4	0	156	491
7:30 PM	1	0	16	0	12	0	2	0	0	24	5	0	17	17	2	0	96	499
7:45 PM	3	0	13	0	10	0	3	0	2	20	4	0	6	13	2	0	76	481
8:00 PM	3	0	10	0	8	0	4	0	2	20	5	0	8	20	1	0	81	409
8:15 PM	4	0	24	0	11	0	1	0	0	13	5	0	15	18	0	0	91	344
8:30 PM	0	0	11	0	9	0	1	0	0	10	3	0	8	13	0	0	55	303
8:45 PM	2	0	9	0	8	0	1	0	0	9	0	0	6	15	1	0	51	278
9:00 PM	3	0	20	0	6	0	0	0	1	20	1	0	5	15	0	0	71	268
9:15 PM	1	0	10	0	4	0	0	0	0	12	4	0	6	10	1	0	48	225
9:30 PM	4	0	6	0	2	0	0	0	0	4	1	0	5	11	0	0	33	203
9:45 PM	1	0	8	0	3	0	0	0	0	6	1	0	7	7	0	0	33	185

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	16	0	344	0	76	0	32	0	28	348	40	0	52	212	20	0	1168
Heavy Trucks	4	0	12		8	0	0		0	8	0		0	0	0		32
Buses																	
Pedestrians		40				4				16				0			60
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

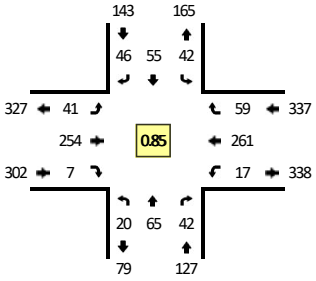
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

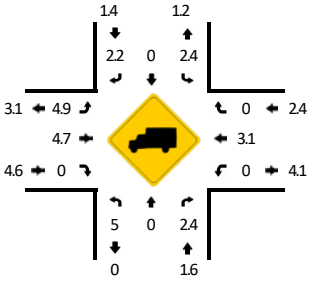
LOCATION: 41 - SW 7th St -- W Highland Ave
CITY/STATE: Hermiston, OR

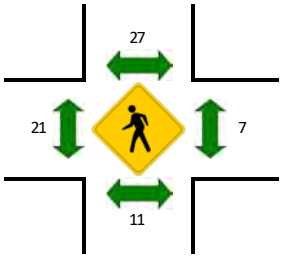
QC JOB #: 17138723
DATE: Tue, Jun 4 2024

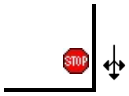
Peak-Hour: 3:15 PM -- 4:15 PM
Peak 15-Min: 3:15 PM -- 3:30 PM

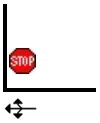


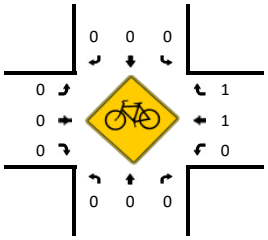
TRUE DATA TO IMPROVE MOBILITY

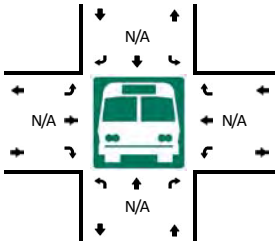


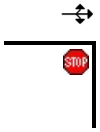


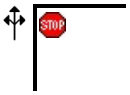


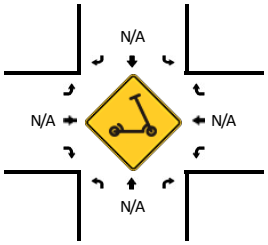












15-Min Count Period Beginning At	41 - SW 7th St (Northbound)				41 - SW 7th St (Southbound)				W Highland Ave (Eastbound)				W Highland Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	4	1	3	0	3	1	6	0	1	26	0	0	1	38	2	0	86	
6:15 AM	0	4	3	0	2	2	3	0	4	26	2	0	3	36	2	0	87	
6:30 AM	6	6	6	0	2	3	3	0	5	43	0	0	0	43	4	0	121	
6:45 AM	5	7	3	0	7	4	3	0	3	40	2	0	2	33	5	0	114	408
7:00 AM	2	13	16	0	3	9	5	0	13	41	2	0	10	37	5	0	156	478
7:15 AM	5	15	14	0	3	8	9	0	22	50	2	0	7	40	3	0	178	569
7:30 AM	2	22	12	0	6	7	12	0	23	64	0	0	7	41	12	0	208	656
7:45 AM	5	19	8	0	10	16	14	0	9	58	2	0	4	47	2	0	194	736
8:00 AM	3	19	12	0	8	10	5	0	10	62	0	0	4	53	9	0	195	775
8:15 AM	4	6	2	0	0	4	5	0	7	36	1	0	2	32	6	0	105	702
8:30 AM	1	10	5	0	5	6	5	0	3	43	2	0	3	32	2	0	117	611
8:45 AM	2	8	1	0	4	2	3	0	8	29	1	0	3	29	4	0	94	511
9:00 AM	0	5	4	0	2	7	5	0	3	37	1	0	7	28	7	0	106	422
9:15 AM	3	9	4	0	3	3	2	0	6	35	1	0	0	25	4	0	95	412
9:30 AM	3	7	4	0	5	7	9	0	7	34	3	0	4	35	5	0	123	418
9:45 AM	2	7	3	0	4	3	4	0	3	27	1	0	3	24	2	0	83	407
10:00 AM	4	0	2	0	1	6	3	0	9	41	1	0	3	26	2	0	98	399
10:15 AM	2	7	3	0	4	5	2	0	3	39	1	0	1	25	3	0	95	399
10:30 AM	1	6	7	0	4	6	5	0	14	36	3	0	2	28	2	0	114	390
10:45 AM	0	6	4	0	3	6	9	0	6	44	5	0	1	39	3	0	126	433
11:00 AM	4	7	3	0	5	6	7	0	4	53	2	0	3	31	13	0	138	473
11:15 AM	3	8	4	0	4	6	5	0	8	45	2	0	2	42	2	0	131	509
11:30 AM	1	10	3	0	6	5	3	0	5	36	2	0	2	34	8	0	115	510
11:45 AM	4	5	4	0	6	10	12	0	5	46	3	0	2	40	7	0	144	528
12:00 PM	2	3	2	0	7	11	9	0	5	36	2	0	6	48	5	0	136	526
12:15 PM	4	8	8	0	3	2	9	0	9	33	2	0	6	33	10	0	127	522
12:30 PM	1	6	6	0	7	11	7	0	6	46	1	0	3	41	6	0	141	548
12:45 PM	3	9	3	0	4	7	4	0	5	34	3	0	4	41	11	0	128	532
1:00 PM	1	7	0	0	4	10	10	0	5	39	2	0	1	34	7	0	120	516
1:15 PM	2	8	7	0	6	7	7	0	5	40	2	0	3	22	7	0	116	505
1:30 PM	3	11	2	0	5	7	7	0	4	44	4	0	2	33	7	0	129	493
1:45 PM	4	5	3	0	5	8	7	0	4	52	5	0	2	44	5	0	144	509
2:00 PM	2	9	3	0	6	15	8	0	16	41	2	0	6	36	11	0	155	544
2:15 PM	6	9	18	0	9	10	14	0	4	47	1	0	8	51	10	0	187	615
2:30 PM	2	10	2	0	4	8	12	0	5	46	0	0	5	56	6	0	156	642
2:45 PM	3	3	2	0	8	12	10	0	4	41	2	0	7	50	9	0	151	649
3:00 PM	4	15	4	0	9	16	6	0	11	64	4	0	6	33	5	0	177	671
3:15 PM	6	26	16	0	14	17	14	0	11	70	2	0	2	68	21	0	267	7

15-Min Count Period Beginning At	41 - SW 7th St (Northbound)				41 - SW 7th St (Southbound)				W Highland Ave (Eastbound)				W Highland Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	8	24	14	0	7	18	15	0	10	52	3	0	5	75	19	0	250	845
3:45 PM	4	10	7	0	10	13	9	0	12	71	2	0	4	59	10	0	211	905
4:00 PM	2	5	5	0	11	7	8	0	8	61	0	0	6	59	9	0	181	909
4:15 PM	3	6	8	0	4	9	11	0	6	89	6	0	6	61	6	0	215	857
4:30 PM	1	4	8	0	10	13	19	0	2	89	4	0	8	57	10	0	225	832
4:45 PM	2	6	1	0	8	13	11	0	7	79	4	0	6	75	8	0	220	841
5:00 PM	0	6	16	0	11	13	6	0	4	86	1	0	7	58	7	0	215	875
5:15 PM	4	7	7	0	5	6	7	0	5	79	3	0	8	53	10	0	194	854
5:30 PM	4	8	4	0	9	16	11	0	6	72	2	0	7	84	21	0	244	873
5:45 PM	1	4	5	0	7	12	12	0	3	68	3	0	10	66	13	0	204	857
6:00 PM	9	6	7	0	6	6	10	0	2	56	4	0	5	57	4	0	172	814
6:15 PM	2	10	9	0	4	9	13	0	8	52	4	0	4	58	4	0	177	797
6:30 PM	2	7	4	0	5	6	7	0	5	36	1	0	4	49	4	0	130	683
6:45 PM	3	6	6	0	4	10	4	0	5	47	1	0	4	39	22	0	151	630
7:00 PM	0	1	6	0	4	13	6	0	2	62	5	0	5	56	28	0	188	646
7:15 PM	3	1	1	0	9	4	6	0	2	68	5	0	5	35	7	0	146	615
7:30 PM	2	3	4	0	6	9	6	0	3	40	2	0	3	34	2	0	114	599
7:45 PM	0	4	3	0	2	4	3	0	3	36	1	0	5	30	9	0	100	548
8:00 PM	0	1	3	0	4	3	1	0	1	41	2	0	4	25	4	0	89	449
8:15 PM	0	0	2	0	4	8	3	0	3	32	1	0	2	45	7	0	107	410
8:30 PM	1	2	2	0	2	6	3	0	1	19	2	0	3	38	4	0	83	379
8:45 PM	0	4	8	0	1	4	3	0	3	29	2	0	3	46	11	0	114	393
9:00 PM	0	3	2	0	0	2	0	0	1	22	2	0	2	25	5	0	64	368
9:15 PM	1	3	3	0	1	3	1	0	0	24	4	0	1	25	1	0	67	328
9:30 PM	1	1	1	0	2	1	2	0	0	16	1	0	2	21	1	0	49	294
9:45 PM	1	1	2	0	0	1	0	0	1	14	0	0	1	19	1	0	41	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	104	64	0	56	68	56	0	44	280	8	0	8	272	84	0	1068
Heavy Trucks	0	0	4		0	0	0		4	4	0		0	8	0		20
Buses																	
Pedestrians		32				52				48				12			144
Bicycles	0	0	0		0	0	0		0	0	0		0	4	4		8
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

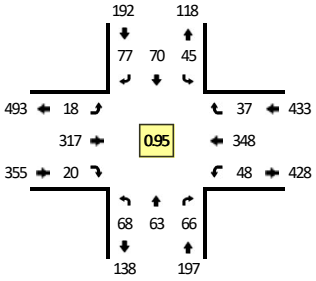
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

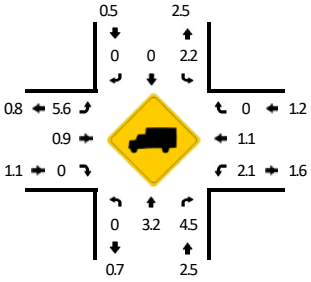
LOCATION: 42 - S 1st St -- Highland Ave
CITY/STATE: Hermiston, OR

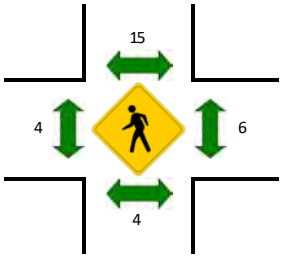
QC JOB #: 17138724
DATE: Tue, Jun 4 2024

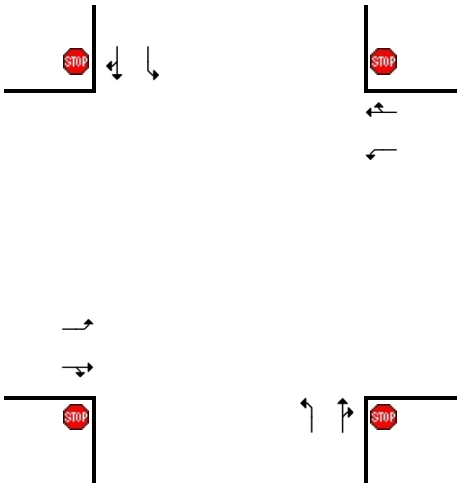
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

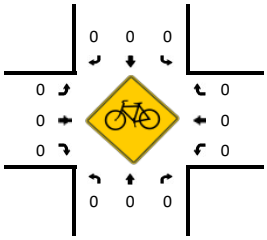


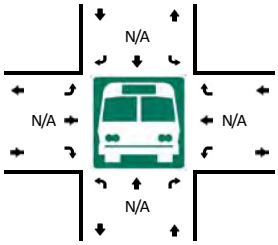
TRUE DATA TO IMPROVE MOBILITY

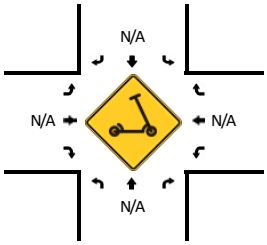












15-Min Count Period Beginning At	42 - S 1st St (Northbound)				42 - S 1st St (Southbound)				Highland Ave (Eastbound)				Highland Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	4	7	7	0	1	4	7	0	0	27	2	0	1	31	0	0	91	
6:15 AM	6	7	9	0	4	11	4	0	7	26	4	0	5	37	0	0	120	
6:30 AM	8	5	3	0	4	8	3	0	2	33	3	0	4	33	0	0	106	
6:45 AM	6	6	13	0	6	8	3	0	2	46	5	0	8	28	0	0	131	448
7:00 AM	5	10	2	0	3	7	7	0	6	31	4	0	5	30	0	0	110	467
7:15 AM	9	10	6	0	2	3	12	0	6	46	1	0	7	37	5	0	144	491
7:30 AM	4	9	16	0	9	7	7	0	4	50	4	0	9	40	11	0	170	555
7:45 AM	5	14	26	0	9	9	14	0	7	30	5	0	12	52	10	0	193	617
8:00 AM	10	15	11	0	26	14	9	0	8	31	2	0	10	46	17	0	199	706
8:15 AM	10	9	10	0	25	10	18	0	9	47	2	0	10	38	14	0	202	764
8:30 AM	5	9	10	0	8	9	8	0	2	27	4	0	12	33	8	0	135	729
8:45 AM	4	5	16	0	12	5	4	0	3	44	2	0	4	24	4	0	127	663
9:00 AM	4	10	11	0	6	8	8	0	4	23	3	0	6	27	3	0	113	577
9:15 AM	5	7	13	0	15	8	11	0	3	30	1	0	7	22	5	0	127	502
9:30 AM	7	16	7	0	10	13	5	0	5	39	3	0	10	24	4	0	143	510
9:45 AM	0	16	13	0	5	12	9	0	7	28	4	0	5	38	10	0	147	530
10:00 AM	5	9	15	0	8	15	5	0	4	22	1	0	6	19	8	0	117	534
10:15 AM	5	15	10	0	11	12	5	0	5	44	2	0	8	19	9	0	145	552
10:30 AM	6	19	8	0	15	7	9	0	3	44	1	0	11	18	8	0	149	558
10:45 AM	7	14	8	0	14	7	2	0	4	38	4	0	9	31	11	0	149	560
11:00 AM	6	24	10	0	12	6	6	0	9	47	5	0	4	30	8	0	167	610
11:15 AM	9	19	11	0	12	11	6	0	3	42	6	0	7	27	11	0	164	629
11:30 AM	5	14	10	0	14	6	8	0	3	38	3	0	9	31	11	0	152	632
11:45 AM	4	14	15	0	10	10	10	0	3	37	4	0	13	39	8	0	167	650
12:00 PM	11	9	16	0	19	12	7	0	9	22	5	0	13	30	7	0	160	643
12:15 PM	6	10	14	0	15	18	9	0	3	37	1	0	16	49	8	0	186	665
12:30 PM	7	7	16	0	18	11	12	0	3	35	4	0	8	39	7	0	167	680
12:45 PM	12	9	11	0	12	8	10	0	2	33	5	0	10	28	11	0	151	664
1:00 PM	11	15	10	0	6	14	7	0	4	30	2	0	8	37	4	0	148	652
1:15 PM	6	7	8	0	10	6	2	0	4	29	5	0	4	34	9	0	124	590
1:30 PM	8	5	7	0	9	16	11	0	2	54	2	0	6	22	6	0	148	571
1:45 PM	5	10	16	0	15	11	5	0	3	47	5	0	4	41	8	0	170	590
2:00 PM	6	11	14	0	12	13	6	0	7	50	2	0	9	32	10	0	172	614
2:15 PM	13	10	15	0	9	13	6	0	4	46	4	0	10	36	14	0	180	670
2:30 PM	14	15	17	0	19	16	12	0	4	65	6	0	13	44	5	0	230	752
2:45 PM	4	6	13	0	10	22	7	0	5	34	8	0	10	47	6	0	172	754
3:00 PM	11	24	12	0	14	16	14	0	5	42	5	0	7	44	13	0	207	789
3:15 PM	12	7	17	0	17	15	19	0	3	50	4	0	9	33	5	0	191	8

15-Min Count Period Beginning At	42 - S 1st St (Northbound)				42 - S 1st St (Southbound)				Highland Ave (Eastbound)				Highland Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	7	19	26	0	36	23	20	0	11	67	8	0	6	32	20	0	275	845
3:45 PM	14	17	22	0	12	23	15	0	13	57	3	0	9	55	10	0	250	923
4:00 PM	13	19	23	0	18	16	5	0	5	69	9	0	15	47	5	0	244	960
4:15 PM	13	21	13	0	14	21	8	0	8	56	1	0	7	58	5	0	225	994
4:30 PM	15	19	15	0	8	11	13	0	8	99	2	0	14	50	12	0	266	985
4:45 PM	15	19	14	0	11	11	10	0	11	100	8	0	11	59	6	0	275	1010
5:00 PM	18	19	17	0	11	26	9	0	4	81	5	0	13	76	7	0	286	1052
5:15 PM	13	12	16	0	19	13	22	0	7	97	3	0	7	83	9	0	301	1128
5:30 PM	19	15	17	0	6	16	28	0	4	73	9	0	16	96	11	0	310	1172
5:45 PM	18	17	16	0	9	15	18	0	3	66	3	0	12	93	10	0	280	1177
6:00 PM	11	10	8	0	9	13	11	0	10	71	4	0	14	59	8	0	228	1119
6:15 PM	8	15	14	0	10	10	9	0	7	60	1	0	11	55	3	0	203	1021
6:30 PM	6	7	11	0	6	6	8	0	10	56	8	0	9	62	5	0	194	905
6:45 PM	10	7	5	0	5	9	5	0	3	38	2	0	15	37	5	0	141	766
7:00 PM	10	10	7	0	29	11	13	0	9	74	2	0	9	40	2	0	216	754
7:15 PM	12	6	10	0	33	8	26	0	5	83	5	0	7	34	6	0	235	786
7:30 PM	5	8	8	0	7	12	17	0	7	60	3	0	11	44	2	0	184	776
7:45 PM	5	7	3	0	5	7	9	0	4	43	2	0	7	31	3	0	126	761
8:00 PM	10	5	6	0	5	10	3	0	3	38	0	0	12	33	3	0	128	673
8:15 PM	4	8	10	0	11	7	12	0	9	45	2	0	8	27	3	0	146	584
8:30 PM	10	2	12	0	9	11	10	0	4	29	3	0	11	36	1	0	138	538
8:45 PM	6	3	6	0	1	4	8	0	4	10	1	0	7	31	3	0	84	496
9:00 PM	8	4	16	0	8	6	8	0	15	26	6	0	6	21	3	0	127	495
9:15 PM	5	4	2	0	3	9	10	0	4	21	1	0	7	19	3	0	88	437
9:30 PM	4	1	2	0	2	1	3	0	1	18	2	0	3	17	3	0	57	356
9:45 PM	2	3	9	0	1	6	3	0	3	23	0	0	8	21	1	0	80	352

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	76	60	68	0	24	64	112	0	16	292	36	0	64	384	44	0	1240
Heavy Trucks	0	0	4		0	0	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				4				0				4			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

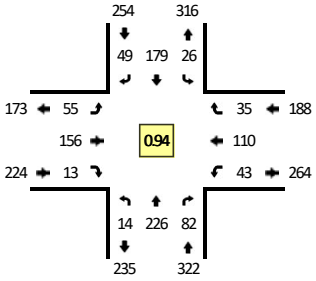
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

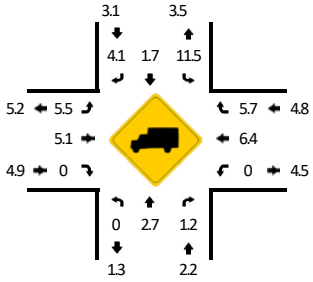
LOCATION: 43 - SE 4th St -- E Highland Ave
CITY/STATE: Hermiston, OR

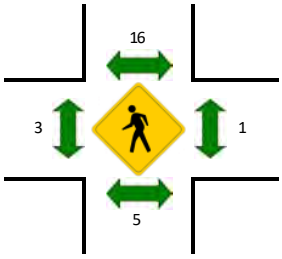
QC JOB #: 17138725
DATE: Tue, Jun 4 2024

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

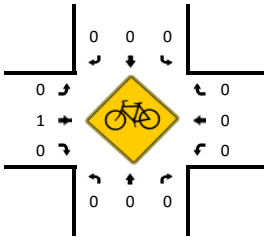


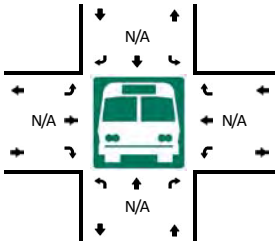




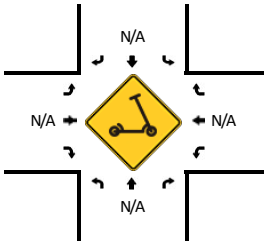












15-Min Count Period Beginning At	43 - SE 4th St (Northbound)				43 - SE 4th St (Southbound)				E Highland Ave (Eastbound)				E Highland Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	6	1	0	1	15	1	0	3	9	0	0	6	17	1	0	60	
6:15 AM	1	8	1	0	1	15	8	0	5	10	1	0	10	19	3	0	82	
6:30 AM	1	4	4	0	0	7	6	0	4	10	0	0	6	23	1	0	66	
6:45 AM	1	8	7	0	5	22	5	0	6	22	0	0	7	25	3	0	111	319
7:00 AM	0	9	4	0	2	17	3	0	3	6	0	0	12	30	1	0	87	346
7:15 AM	2	16	7	0	2	30	4	0	4	16	0	0	8	28	4	0	121	385
7:30 AM	1	13	3	0	4	25	5	0	14	12	0	0	6	40	5	0	128	447
7:45 AM	1	42	5	0	4	19	13	0	14	21	4	0	9	37	14	0	183	519
8:00 AM	3	14	10	0	2	24	15	0	9	25	3	0	5	45	5	0	160	592
8:15 AM	1	13	12	0	2	19	11	0	6	33	2	0	12	42	4	0	157	628
8:30 AM	1	16	1	0	3	19	11	0	4	14	0	0	7	20	4	0	100	600
8:45 AM	1	17	5	0	7	25	5	0	10	13	1	0	10	15	5	0	114	531
9:00 AM	2	24	5	0	5	14	13	0	5	8	3	0	8	26	3	0	116	487
9:15 AM	4	22	11	0	2	18	2	0	5	18	2	0	8	13	1	0	106	436
9:30 AM	3	12	7	0	2	20	11	0	2	14	2	0	8	11	3	0	95	431
9:45 AM	4	23	10	0	3	23	5	0	7	13	1	0	9	23	3	0	124	441
10:00 AM	0	21	4	0	9	23	6	0	4	9	3	0	11	21	3	0	114	439
10:15 AM	5	24	7	0	4	12	8	0	8	25	3	0	6	10	5	0	117	450
10:30 AM	3	16	4	0	6	21	4	0	8	14	1	0	9	16	11	0	113	468
10:45 AM	3	31	7	0	3	29	6	0	2	12	4	0	6	23	8	0	134	478
11:00 AM	3	26	7	0	7	30	6	0	7	13	0	0	8	22	1	0	130	494
11:15 AM	4	32	7	0	5	26	4	0	7	23	6	0	6	21	8	0	149	526
11:30 AM	3	33	11	0	2	28	9	0	4	20	3	0	6	13	2	0	134	547
11:45 AM	1	22	9	0	3	32	12	0	3	21	4	0	6	21	9	0	143	556
12:00 PM	5	31	7	0	10	42	5	0	6	19	5	0	8	15	6	0	159	585
12:15 PM	3	33	7	0	10	29	8	0	5	26	2	0	8	13	9	0	153	589
12:30 PM	7	46	14	0	8	33	11	0	8	19	4	0	7	14	3	0	174	629
12:45 PM	2	25	10	0	10	48	8	0	10	19	5	0	5	15	6	0	163	649
1:00 PM	4	25	8	0	4	41	11	0	8	8	2	0	8	19	4	0	142	632
1:15 PM	2	37	7	0	8	30	5	0	6	14	1	0	6	16	6	0	138	617
1:30 PM	1	37	8	0	3	28	7	0	8	15	4	0	10	15	2	0	138	581
1:45 PM	5	25	13	0	6	33	9	0	12	22	5	0	8	14	5	0	157	575
2:00 PM	6	34	7	0	4	32	9	0	8	23	0	0	5	22	5	0	155	588
2:15 PM	1	28	14	0	10	29	9	0	5	18	2	0	8	15	12	0	151	601
2:30 PM	3	29	11	0	15	28	13	0	4	26	2	0	10	18	9	0	168	631
2:45 PM	3	35	12	0	10	43	15	0	6	11	2	0	17	23	7	0	184	658
3:00 PM	1	34	9	0	7	42	9	0	4	18	2	0	12	22	7	0	167	670
3:15 PM	0	36	22	0	7	44	11	0	2	26	2	0	12	24	2	0	188	7

15-Min Count Period Beginning At	43 - SE 4th St (Northbound)				43 - SE 4th St (Southbound)				E Highland Ave (Eastbound)				E Highland Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	5	55	25	0	10	47	11	0	19	44	5	0	9	23	9	0	262	801
3:45 PM	2	66	18	0	2	47	13	0	15	43	3	0	11	27	7	0	254	871
4:00 PM	3	58	21	0	10	42	13	0	15	37	1	0	11	32	7	0	250	954
4:15 PM	4	47	18	0	4	43	12	0	6	32	4	0	12	28	12	0	222	988
4:30 PM	2	64	23	0	6	33	13	0	10	37	2	0	17	21	8	0	236	962
4:45 PM	0	35	19	0	10	30	19	0	13	48	1	0	7	21	4	0	207	915
5:00 PM	5	45	17	0	11	46	15	0	8	45	2	0	16	32	3	0	245	910
5:15 PM	5	37	28	0	6	27	25	0	15	39	2	0	10	47	3	0	244	932
5:30 PM	4	38	21	0	7	43	31	0	14	41	1	0	11	35	4	0	250	946
5:45 PM	1	29	22	0	4	34	22	0	15	34	3	0	9	40	5	0	218	957
6:00 PM	0	34	10	0	5	23	8	0	9	29	3	0	8	21	4	0	154	866
6:15 PM	1	23	15	0	6	31	19	0	9	33	1	0	8	30	3	0	179	801
6:30 PM	1	18	6	0	4	22	15	0	12	30	0	0	4	32	11	0	155	706
6:45 PM	0	12	7	0	2	20	16	0	4	28	1	0	9	22	0	0	121	609
7:00 PM	2	17	6	0	2	17	12	0	8	44	3	0	9	13	2	0	135	590
7:15 PM	0	19	8	0	6	15	12	0	15	41	0	0	6	15	3	0	140	551
7:30 PM	0	17	7	0	8	19	11	0	9	32	2	0	4	30	4	0	143	539
7:45 PM	3	17	6	0	6	15	6	0	10	17	0	0	3	20	7	0	110	528
8:00 PM	1	15	4	0	4	13	8	0	7	16	1	0	5	20	1	0	95	488
8:15 PM	4	10	14	0	2	13	12	0	9	25	2	0	9	17	4	0	121	469
8:30 PM	2	11	10	0	4	19	6	0	9	17	3	0	6	22	2	0	111	437
8:45 PM	1	12	6	0	0	11	5	0	6	10	1	0	8	17	3	0	80	407
9:00 PM	0	16	5	0	5	16	7	0	11	30	0	0	3	15	2	0	110	422
9:15 PM	0	7	7	0	3	12	3	0	3	10	1	0	1	12	4	0	63	364
9:30 PM	0	7	3	0	2	9	1	0	4	10	0	0	1	9	1	0	47	300
9:45 PM	1	5	3	0	3	15	3	0	3	12	0	0	3	10	4	0	62	282

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	220	100	0	40	188	44	0	76	176	20	0	36	92	36	0	1048
Heavy Trucks	0	4	4		8	0	4		12	20	0		0	16	0		68
Buses																	
Pedestrians		12				36				12				4			64
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

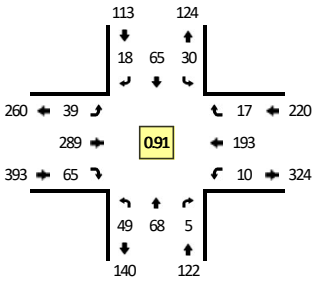
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

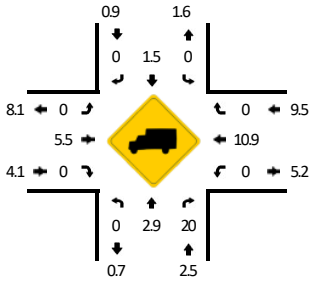
LOCATION: 46 - NE 10th St -- OR 207
CITY/STATE: Umatilla, OR

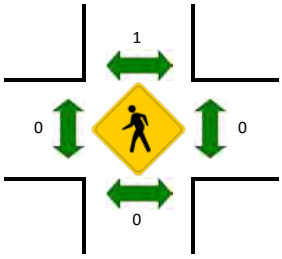
QC JOB #: 17138726
DATE: Tue, Jun 4 2024

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

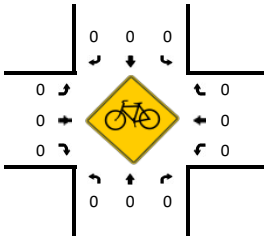


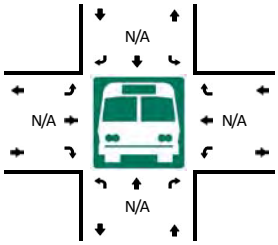




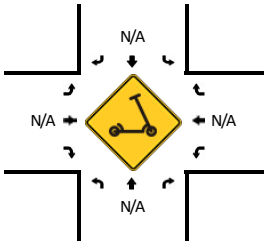












15-Min Count Period Beginning At	46 - NE 10th St (Northbound)				46 - NE 10th St (Southbound)				OR 207 (Eastbound)				OR 207 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	3	2	0	0	1	3	2	0	0	11	1	0	0	22	1	0	46	
6:15 AM	2	7	0	0	1	3	4	0	0	18	3	0	0	29	3	0	70	
6:30 AM	6	9	0	0	2	4	6	0	1	16	2	0	0	47	2	0	95	
6:45 AM	13	13	0	0	1	11	7	0	6	12	6	0	2	44	3	0	118	329
7:00 AM	6	11	0	0	0	11	5	0	4	19	5	0	0	41	2	0	104	387
7:15 AM	7	15	0	0	4	20	9	0	12	24	6	0	0	41	7	0	145	462
7:30 AM	10	17	0	0	1	20	20	0	4	21	16	0	1	44	7	0	161	528
7:45 AM	19	22	0	0	1	37	19	0	9	20	23	0	2	64	7	0	223	633
8:00 AM	20	25	0	0	4	20	10	0	7	26	15	0	1	37	5	0	170	699
8:15 AM	17	26	3	0	0	24	3	0	5	31	9	0	4	30	1	0	153	707
8:30 AM	10	9	1	0	1	11	11	0	8	25	6	0	4	33	2	0	121	667
8:45 AM	5	8	0	0	3	7	6	0	3	18	6	0	1	34	4	0	95	539
9:00 AM	6	8	0	0	0	6	8	0	4	24	4	0	2	30	0	0	92	461
9:15 AM	6	8	0	0	2	8	8	0	4	23	6	0	2	33	3	0	103	411
9:30 AM	4	4	0	0	2	5	7	0	5	30	3	0	1	32	0	0	93	383
9:45 AM	8	2	0	0	1	5	5	0	8	30	6	0	0	36	2	0	103	391
10:00 AM	8	3	0	0	0	4	2	0	3	29	5	0	0	32	0	0	86	385
10:15 AM	3	9	0	0	1	5	10	0	2	26	3	0	0	28	2	0	89	371
10:30 AM	8	4	1	0	1	8	4	0	1	25	6	0	0	41	0	0	99	377
10:45 AM	12	8	0	0	1	7	7	0	2	25	11	0	1	29	2	0	105	379
11:00 AM	9	6	0	0	2	12	3	0	9	31	5	0	0	29	4	0	110	403
11:15 AM	17	9	1	0	2	7	4	0	1	37	9	0	2	31	1	0	121	435
11:30 AM	6	9	0	0	1	4	8	0	10	40	7	0	1	36	3	0	125	461
11:45 AM	6	12	0	0	3	17	7	0	7	33	10	0	0	40	5	0	140	496
12:00 PM	9	15	2	0	2	11	5	0	10	31	10	0	1	40	1	0	137	523
12:15 PM	4	9	2	0	1	12	5	0	8	48	4	0	0	39	3	0	135	537
12:30 PM	4	8	1	0	1	12	5	0	4	41	8	0	1	47	1	0	133	545
12:45 PM	8	9	0	0	3	15	8	0	3	38	6	0	1	39	2	0	132	537
1:00 PM	6	11	1	0	1	6	5	0	3	47	9	0	0	39	0	0	128	528
1:15 PM	7	10	0	0	1	7	5	0	6	33	8	0	1	29	1	0	108	501
1:30 PM	6	8	1	0	0	8	2	0	6	35	4	0	0	39	1	0	110	478
1:45 PM	5	10	0	0	1	5	5	0	5	29	8	0	1	35	3	0	107	453
2:00 PM	9	11	1	0	2	4	4	0	9	34	13	0	1	36	0	0	124	449
2:15 PM	6	10	1	0	1	13	13	0	11	27	10	0	0	43	2	0	137	478
2:30 PM	9	15	0	0	5	10	18	0	7	43	11	0	0	41	1	0	160	528
2:45 PM	7	7	1	0	2	16	5	0	12	54	11	0	2	36	3	0	156	577
3:00 PM	7	9	2	0	2	22	7	0	4	56	21	0	1	31	3	0	165	618
3:15 PM	23	20	1	0	1	24	3	0	8	40	13	0	2	44	2	0	181	6

15-Min Count Period Beginning At	46 - NE 10th St (Northbound)				46 - NE 10th St (Southbound)				OR 207 (Eastbound)				OR 207 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	18	18	3	0	3	19	10	0	11	56	13	0	1	26	4	0	182	684
3:45 PM	13	18	2	0	5	20	8	0	8	51	6	0	3	40	1	0	175	703
4:00 PM	8	11	1	0	5	24	6	0	11	54	12	0	0	48	6	0	186	724
4:15 PM	5	17	0	0	4	10	9	0	11	48	9	0	1	62	5	0	181	724
4:30 PM	7	18	1	0	7	11	10	0	8	64	10	0	4	61	3	0	204	746
4:45 PM	6	15	2	0	5	16	13	0	5	77	7	0	0	47	0	0	193	764
5:00 PM	17	23	1	0	4	16	4	0	7	58	13	0	2	43	4	0	192	770
5:15 PM	14	15	2	0	8	26	8	0	12	80	14	0	4	47	2	0	232	821
5:30 PM	11	22	1	0	8	13	3	0	8	74	21	0	1	47	6	0	215	832
5:45 PM	7	8	1	0	10	10	3	0	12	77	17	0	3	56	5	0	209	848
6:00 PM	9	14	1	0	7	12	5	0	6	71	16	0	0	38	0	0	179	835
6:15 PM	8	15	0	0	6	13	3	0	14	46	14	0	3	49	3	0	174	777
6:30 PM	9	11	1	0	4	11	6	0	4	40	18	0	3	44	6	0	157	719
6:45 PM	4	11	3	0	2	6	6	0	8	35	3	0	0	35	2	0	115	625
7:00 PM	4	8	0	0	2	2	2	0	6	38	7	0	1	43	3	0	116	562
7:15 PM	7	9	2	0	4	5	5	0	7	35	10	0	1	39	2	0	126	514
7:30 PM	5	13	2	0	2	19	9	0	4	42	11	0	1	29	2	0	139	496
7:45 PM	5	7	1	0	3	12	7	0	5	38	4	0	2	32	4	0	120	501
8:00 PM	6	5	1	0	1	6	3	0	6	24	8	0	0	31	9	0	100	485
8:15 PM	9	4	1	0	1	15	7	0	8	27	7	0	2	37	3	0	121	480
8:30 PM	10	7	1	0	2	16	0	0	5	35	14	0	0	25	3	0	118	459
8:45 PM	11	11	1	0	1	4	7	0	5	21	7	0	0	20	1	0	89	428
9:00 PM	4	5	1	0	0	10	0	0	5	26	5	0	1	20	0	0	77	405
9:15 PM	6	7	0	0	1	3	3	0	6	20	6	0	0	12	1	0	65	349
9:30 PM	2	5	0	0	1	5	4	0	2	12	3	0	1	13	5	0	53	284
9:45 PM	3	1	0	0	2	5	2	0	3	20	0	0	0	8	0	0	44	239

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	56	60	8	0	32	104	32	0	48	320	56	0	16	188	8	0	928
Heavy Trucks	0	0	0		0	4	0		0	20	0		0	24	0		48
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

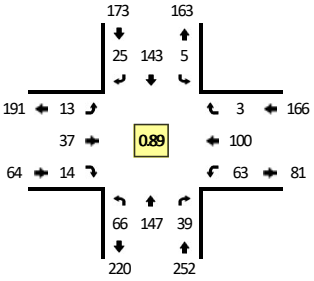
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

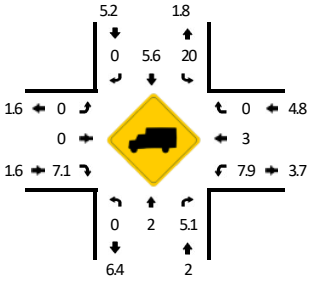
LOCATION: 11 - NE 10th St -- Diagonal Rd
CITY/STATE: Hermiston, OR

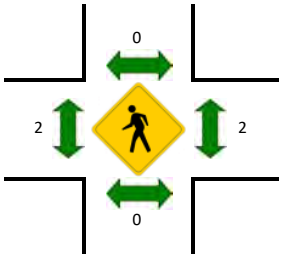
QC JOB #: 17138727
DATE: Tue, Jun 4 2024

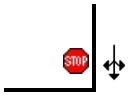
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

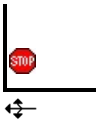


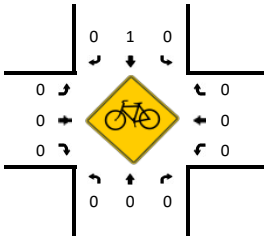


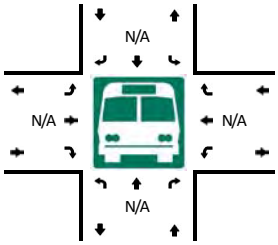


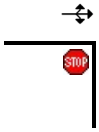


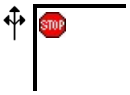


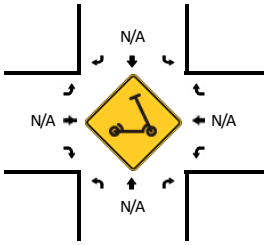












15-Min Count Period Beginning At	11 - NE 10th St (Northbound)				11 - NE 10th St (Southbound)				Diagonal Rd (Eastbound)				Diagonal Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	6	1	0	1	3	0	0	0	4	0	0	4	8	0	0	27	
6:15 AM	0	5	3	0	0	4	0	0	3	11	0	0	3	6	0	0	35	
6:30 AM	0	13	7	0	1	6	1	0	1	5	1	0	3	7	1	0	46	
6:45 AM	0	28	12	0	1	12	5	0	0	5	0	0	7	12	0	0	82	190
7:00 AM	1	17	3	0	0	14	1	0	1	6	0	0	5	23	0	0	71	234
7:15 AM	3	18	4	0	0	23	2	0	3	7	0	0	11	15	1	0	87	286
7:30 AM	7	21	8	0	1	32	5	0	4	8	2	0	12	21	1	0	122	362
7:45 AM	12	42	15	0	3	49	9	0	1	6	2	0	19	27	0	0	185	465
8:00 AM	27	43	7	0	1	33	5	0	4	12	5	0	14	30	0	0	181	575
8:15 AM	20	41	9	0	0	29	6	0	4	11	5	0	18	22	2	0	167	655
8:30 AM	5	18	5	0	0	14	4	0	3	7	1	0	7	14	0	0	78	611
8:45 AM	0	9	2	0	1	13	4	0	3	6	0	0	9	16	1	0	64	490
9:00 AM	0	13	7	0	0	9	4	0	0	7	0	0	4	15	1	0	60	369
9:15 AM	1	9	3	0	0	14	3	0	2	7	1	0	6	5	2	0	53	255
9:30 AM	1	6	3	0	1	5	3	0	1	11	0	0	2	16	2	0	51	228
9:45 AM	1	7	3	0	0	9	3	0	2	7	0	0	1	11	1	0	45	209
10:00 AM	4	8	3	0	0	7	1	0	2	8	0	0	2	17	1	0	53	202
10:15 AM	2	9	3	0	1	7	0	0	3	6	1	0	4	15	1	0	52	201
10:30 AM	2	10	3	0	1	9	3	0	1	13	0	0	4	12	0	0	58	208
10:45 AM	0	15	7	0	0	15	2	0	4	10	0	0	5	10	2	0	70	233
11:00 AM	5	14	6	0	1	14	3	0	1	7	2	0	2	12	0	0	67	247
11:15 AM	1	25	4	0	0	13	3	0	1	13	1	0	6	10	0	0	77	272
11:30 AM	1	8	8	0	0	10	3	0	6	9	0	0	9	12	2	0	68	282
11:45 AM	1	17	7	0	2	20	4	0	0	19	0	0	3	16	1	0	90	302
12:00 PM	1	21	6	0	2	14	7	0	2	10	0	0	3	19	2	0	87	322
12:15 PM	2	13	3	0	0	12	4	0	4	22	0	0	5	13	0	0	78	323
12:30 PM	2	6	6	0	1	15	2	0	6	16	0	0	6	15	0	0	75	330
12:45 PM	1	18	8	0	1	17	3	0	0	15	1	0	11	14	0	0	89	329
1:00 PM	6	14	5	0	0	14	5	0	4	13	1	0	7	9	1	0	79	321
1:15 PM	1	15	8	0	3	11	4	0	4	14	1	0	5	23	0	0	89	332
1:30 PM	1	12	6	0	0	8	3	0	2	17	1	0	4	13	0	0	67	324
1:45 PM	1	12	6	0	0	11	2	0	2	13	0	0	6	11	2	0	66	301
2:00 PM	1	16	6	0	1	9	1	0	4	13	1	0	8	16	1	0	77	299
2:15 PM	0	10	6	0	2	20	4	0	4	15	1	0	17	15	3	0	97	307
2:30 PM	3	23	7	0	1	12	8	0	3	20	0	0	4	12	0	0	93	333
2:45 PM	4	11	8	0	0	19	4	0	2	15	1	0	10	13	1	0	88	355
3:00 PM	1	18	7	0	3	38	6	0	1	20	2	0	12	13	0	0	121	389
3:15 PM	17	32	14	0	0	35	3	0	6	17	4	0	16	18	5	0	167	4

15-Min Count Period Beginning At	11 - NE 10th St (Northbound)				11 - NE 10th St (Southbound)				Diagonal Rd (Eastbound)				Diagonal Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	8	35	21	0	1	27	6	0	10	42	1	0	6	15	1	0	173	549
3:45 PM	5	23	13	0	2	24	4	0	4	24	2	0	7	18	2	0	128	589
4:00 PM	3	16	12	0	0	29	4	0	2	33	2	0	10	12	3	0	126	594
4:15 PM	1	11	12	0	0	13	6	0	8	24	0	0	7	7	1	0	90	517
4:30 PM	2	20	18	0	3	19	4	0	6	30	1	0	12	22	1	0	138	482
4:45 PM	0	20	16	0	3	17	3	0	2	19	0	0	6	14	0	0	100	454
5:00 PM	0	32	22	0	1	25	1	0	8	34	2	0	12	16	1	0	154	482
5:15 PM	3	25	8	0	1	32	8	0	8	30	1	0	10	27	0	0	153	545
5:30 PM	2	23	22	0	2	30	9	0	6	35	0	0	8	27	4	0	168	575
5:45 PM	0	14	36	0	1	11	7	0	3	28	0	0	8	34	0	0	142	617
6:00 PM	0	21	13	0	1	25	6	0	2	15	0	0	7	23	1	0	114	577
6:15 PM	3	19	8	0	3	23	4	0	4	9	0	0	8	18	1	0	100	524
6:30 PM	1	12	4	0	2	19	7	0	5	13	0	0	13	20	4	0	100	456
6:45 PM	1	14	7	0	0	10	1	0	3	14	0	0	5	17	0	0	72	386
7:00 PM	1	11	7	0	0	10	1	0	1	8	0	0	14	19	0	0	72	344
7:15 PM	3	11	9	0	2	11	3	0	4	25	0	0	8	15	2	0	93	337
7:30 PM	0	14	10	0	2	22	4	0	5	20	3	0	9	15	0	0	104	341
7:45 PM	1	10	5	0	0	13	3	0	2	9	0	0	6	9	2	0	60	329
8:00 PM	0	9	3	0	0	13	2	0	1	9	0	0	16	23	2	0	78	335
8:15 PM	2	8	10	0	2	19	2	0	2	12	1	0	13	15	2	0	88	330
8:30 PM	1	15	7	0	2	25	5	0	3	10	1	0	6	7	0	0	82	308
8:45 PM	0	18	5	0	2	9	2	0	4	10	0	0	4	9	0	0	63	311
9:00 PM	0	8	4	0	2	13	3	0	2	7	0	0	2	4	0	0	45	278
9:15 PM	0	12	1	0	0	8	3	0	0	12	0	0	6	6	1	0	49	239
9:30 PM	1	6	6	0	0	6	1	0	1	8	0	0	0	5	0	0	34	191
9:45 PM	1	3	1	0	0	5	1	0	0	1	0	0	2	3	1	0	18	146

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	48	168	60	0	12	196	36	0	4	24	8	0	76	108	0	0	740
Heavy Trucks	0	0	4		4	12	0		0	0	0		4	0	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

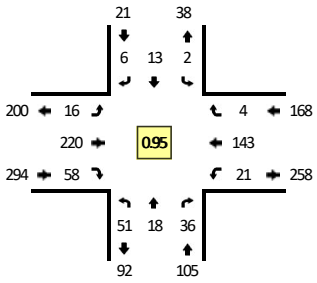
Type of peak hour being reported: Intersection Peak

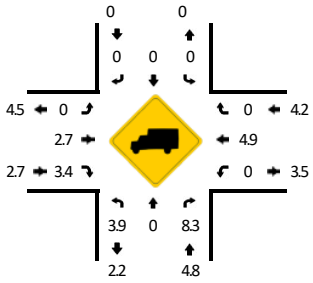
Method for determining peak hour: Total Entering Volume

LOCATION: 13 - Gravel Rd/NE 4th St -- E Punkin Center Rd
CITY/STATE: Hermiston, OR

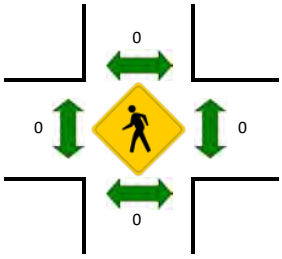
QC JOB #: 17138728
DATE: Tue, Jun 4 2024

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

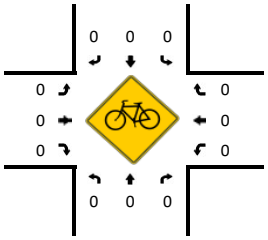


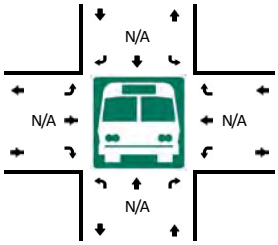


TRUE DATA TO IMPROVE MOBILITY

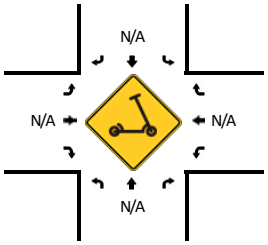












15-Min Count Period Beginning At	13 - Gravel Rd/NE 4th St (Northbound)				13 - Gravel Rd/NE 4th St (Southbound)				E Punkin Center Rd (Eastbound)				E Punkin Center Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	4	1	1	0	0	1	0	0	0	6	1	0	0	36	1	0	51	
6:15 AM	7	0	1	0	0	1	0	0	0	6	1	0	1	39	0	0	56	
6:30 AM	4	1	1	0	1	1	1	0	0	15	2	0	0	40	2	0	68	
6:45 AM	13	1	1	0	1	1	1	0	1	14	1	0	1	36	1	0	72	247
7:00 AM	6	1	2	0	0	4	4	0	3	11	2	0	3	41	2	0	79	275
7:15 AM	7	0	2	0	0	3	0	0	0	24	3	0	1	43	1	0	84	303
7:30 AM	10	3	4	0	4	4	1	0	0	27	13	0	1	51	3	0	121	356
7:45 AM	15	2	4	0	4	0	4	0	4	19	8	0	4	60	4	0	128	412
8:00 AM	12	1	2	0	2	2	3	0	1	21	5	0	2	40	1	0	92	425
8:15 AM	5	1	1	0	1	1	2	0	0	21	7	0	2	48	2	0	91	432
8:30 AM	5	1	1	0	1	3	2	0	2	15	6	0	2	34	2	0	74	385
8:45 AM	6	1	0	0	0	2	1	0	0	19	2	0	1	33	0	0	65	322
9:00 AM	8	1	3	0	0	1	2	0	1	20	5	0	3	28	2	0	74	304
9:15 AM	7	0	1	0	0	3	3	0	0	16	8	0	3	27	1	0	69	282
9:30 AM	5	1	2	0	2	3	0	0	1	17	3	0	2	24	0	0	60	268
9:45 AM	8	1	3	0	0	4	2	0	0	15	2	0	4	26	2	0	67	270
10:00 AM	10	2	2	0	0	4	3	0	3	22	4	0	4	22	0	0	76	272
10:15 AM	5	0	4	0	1	3	0	0	2	19	5	0	5	25	0	0	69	272
10:30 AM	2	3	2	0	1	2	1	0	3	28	2	0	3	25	0	0	72	284
10:45 AM	5	5	2	0	0	2	1	0	1	25	4	0	1	18	1	0	65	282
11:00 AM	9	1	1	0	0	0	1	0	2	41	9	0	4	34	1	0	103	309
11:15 AM	11	0	3	0	3	2	0	0	3	28	8	0	2	24	2	0	86	326
11:30 AM	7	3	7	0	1	4	1	0	1	34	3	0	0	30	1	0	92	346
11:45 AM	17	2	4	0	0	2	0	0	3	23	8	0	2	29	2	0	92	373
12:00 PM	12	2	1	0	3	2	4	0	1	40	12	0	3	35	0	0	115	385
12:15 PM	14	4	3	0	1	4	1	0	2	33	11	0	3	38	2	0	116	415
12:30 PM	10	3	3	0	0	1	0	0	3	33	8	0	5	16	1	0	83	406
12:45 PM	17	3	2	0	2	3	1	0	0	35	5	0	2	45	3	0	118	432
1:00 PM	10	1	4	0	2	2	2	0	2	22	10	0	2	42	1	0	100	417
1:15 PM	15	3	5	0	0	1	3	0	1	26	6	0	3	28	0	0	91	392
1:30 PM	11	1	2	0	0	4	2	0	1	24	10	0	3	37	1	0	96	405
1:45 PM	8	2	1	0	1	3	0	0	0	24	6	0	3	40	1	0	89	376
2:00 PM	11	2	2	0	2	4	3	0	1	25	10	0	2	36	0	0	98	374
2:15 PM	6	1	5	0	2	6	2	0	2	41	5	0	2	20	1	0	93	376
2:30 PM	14	2	10	0	1	5	3	0	2	36	5	0	5	24	1	0	108	388
2:45 PM	8	5	8	0	1	6	3	0	3	33	5	0	2	43	0	0	117	416
3:00 PM	14	3	7	0	2	5	2	0	1	39	11	0	4	27	1	0	116	434
3:15 PM	16	6	1	0	1	2	1	0	1	34	8	0	6	35	2	0	113	4

15-Min Count Period Beginning At	13 - Gravel Rd/NE 4th St (Northbound)				13 - Gravel Rd/NE 4th St (Southbound)				E Punkin Center Rd (Eastbound)				E Punkin Center Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	19	6	8	0	2	3	4	0	6	48	8	0	6	39	2	0	151	497
3:45 PM	10	4	16	0	0	2	3	0	3	41	8	0	5	23	0	0	115	495
4:00 PM	12	6	5	0	5	7	1	0	0	49	14	0	5	36	4	0	144	523
4:15 PM	14	5	6	0	0	3	0	0	5	58	16	0	6	38	0	0	151	561
4:30 PM	13	5	11	0	1	2	2	0	0	48	11	0	7	38	1	0	139	549
4:45 PM	12	5	9	0	0	3	1	0	4	51	14	0	6	35	3	0	143	577
5:00 PM	12	3	10	0	1	5	3	0	7	63	17	0	2	32	0	0	155	588
5:15 PM	14	4	7	0	1	2	4	0	1	43	10	0	4	36	3	0	129	566
5:30 PM	7	4	8	0	0	2	7	0	1	45	12	0	4	32	2	0	124	551
5:45 PM	9	2	4	0	2	3	2	0	2	44	9	0	6	33	2	0	118	526
6:00 PM	16	4	1	0	3	2	0	0	1	46	9	0	3	30	2	0	117	488
6:15 PM	8	1	7	0	1	5	3	0	1	34	6	0	1	27	2	0	96	455
6:30 PM	8	2	7	0	0	2	1	0	1	41	5	0	3	21	1	0	92	423
6:45 PM	10	2	4	0	2	1	0	0	2	29	4	0	3	13	3	0	73	378
7:00 PM	6	2	4	0	2	2	0	0	2	23	7	0	3	23	1	0	75	336
7:15 PM	4	4	4	0	1	5	1	0	1	29	4	0	0	26	2	0	81	321
7:30 PM	5	6	3	0	1	2	1	0	0	27	6	0	4	22	3	0	80	309
7:45 PM	3	3	3	0	3	5	0	0	1	20	3	0	1	22	0	0	64	300
8:00 PM	6	0	3	0	2	2	1	0	2	19	3	0	4	15	1	0	58	283
8:15 PM	4	2	5	0	2	4	5	0	2	28	5	0	1	17	1	0	76	278
8:30 PM	7	2	2	0	2	2	1	0	1	19	4	0	1	21	3	0	65	263
8:45 PM	4	6	0	0	0	1	0	0	0	27	2	0	3	9	2	0	54	253
9:00 PM	6	4	2	0	1	3	2	0	0	15	2	0	0	11	0	0	46	241
9:15 PM	5	1	0	0	1	0	0	0	0	12	4	0	0	13	1	0	37	202
9:30 PM	3	2	2	0	2	2	0	0	0	16	3	0	1	14	0	0	45	182
9:45 PM	2	0	0	0	0	2	0	0	0	16	7	0	3	9	0	0	39	167

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	48	12	40	0	4	20	12	0	28	252	68	0	8	128	0	0	620
Heavy Trucks	0	0	4		0	0	0		0	8	4		0	12	0		28
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

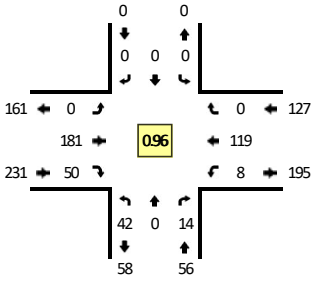
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

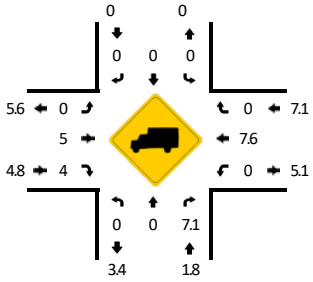
LOCATION: 14 - NE 10th St -- E Punkin Center Rd
CITY/STATE: Hermiston, OR

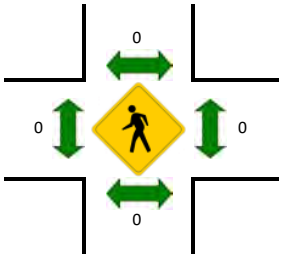
QC JOB #: 17138729
DATE: Tue, Jun 4 2024

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

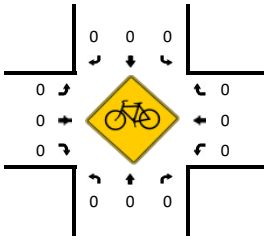


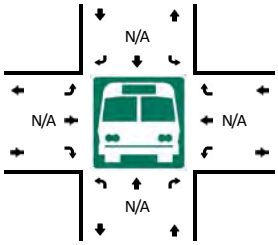




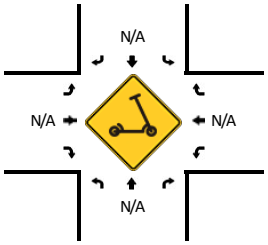












15-Min Count Period Beginning At	14 - NE 10th St (Northbound)				14 - NE 10th St (Southbound)				E Punkin Center Rd (Eastbound)				E Punkin Center Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	5	0	0	0	0	0	0	0	0	5	2	0	0	20	0	0	32	
6:15 AM	8	0	0	0	0	0	0	0	0	9	3	0	1	27	0	0	48	
6:30 AM	9	0	0	0	0	0	0	0	0	11	5	0	1	25	0	0	51	
6:45 AM	14	0	0	0	0	0	0	0	0	11	6	0	1	24	0	0	56	187
7:00 AM	13	0	0	0	0	0	0	0	0	9	8	0	5	28	0	0	63	218
7:15 AM	18	0	4	0	0	0	0	0	0	14	18	0	11	32	0	0	97	267
7:30 AM	20	0	5	0	0	0	0	0	0	21	21	0	12	33	0	0	112	328
7:45 AM	25	0	5	0	0	0	0	0	0	11	26	0	9	33	0	0	109	381
8:00 AM	18	0	6	0	0	0	0	0	0	14	7	0	2	29	0	0	76	394
8:15 AM	18	0	1	0	0	0	0	0	0	20	5	0	2	29	0	0	75	372
8:30 AM	5	0	3	0	0	0	0	0	0	12	7	0	0	25	0	0	52	312
8:45 AM	4	0	0	0	0	0	0	0	0	16	3	0	1	26	0	0	50	253
9:00 AM	4	0	1	0	0	0	0	0	0	17	1	0	1	25	0	0	49	226
9:15 AM	6	0	1	0	0	0	0	0	0	14	4	0	1	24	0	0	50	201
9:30 AM	3	0	3	0	0	0	0	0	0	14	3	0	0	15	0	0	38	187
9:45 AM	0	0	6	0	0	0	0	0	0	14	3	0	1	26	0	0	50	187
10:00 AM	4	0	0	0	0	0	0	0	0	14	6	0	1	23	0	0	48	186
10:15 AM	4	0	1	0	0	0	0	0	0	17	2	0	0	24	0	0	48	184
10:30 AM	3	0	1	0	0	0	0	0	0	24	2	0	0	14	0	0	44	190
10:45 AM	3	0	2	0	0	0	0	0	0	16	5	0	0	15	0	0	41	181
11:00 AM	10	0	1	0	0	0	0	0	0	29	8	0	0	24	0	0	72	205
11:15 AM	2	0	5	0	0	0	0	0	0	26	3	0	1	25	0	0	62	219
11:30 AM	4	0	1	1	0	0	0	0	0	28	8	0	2	24	0	0	68	243
11:45 AM	10	0	6	1	0	0	0	0	0	14	12	0	2	23	0	0	68	270
12:00 PM	10	0	1	0	0	0	0	0	0	21	11	0	1	28	0	0	72	270
12:15 PM	10	0	2	0	0	0	0	0	0	33	4	0	3	36	0	0	88	296
12:30 PM	3	0	1	0	0	0	0	0	0	26	5	0	2	14	0	0	51	279
12:45 PM	14	0	3	0	0	0	0	0	0	20	11	0	0	32	0	0	80	291
1:00 PM	6	0	1	0	0	0	0	0	0	18	5	0	2	21	0	0	53	272
1:15 PM	8	0	2	0	0	0	0	0	0	23	5	0	2	19	0	0	59	243
1:30 PM	4	0	0	0	0	0	0	0	0	20	3	0	2	28	0	0	57	249
1:45 PM	9	0	1	0	0	0	0	0	0	22	5	0	0	33	0	0	70	239
2:00 PM	7	0	3	0	0	0	0	0	0	16	5	0	5	20	0	0	56	242
2:15 PM	18	0	6	0	0	0	0	0	0	20	24	0	14	17	0	0	99	282
2:30 PM	13	0	20	0	0	0	0	0	0	37	8	0	3	22	0	0	103	328
2:45 PM	9	0	3	0	0	0	0	0	0	27	10	0	2	39	0	0	90	348
3:00 PM	5	0	2	0	0	0	0	0	0	32	8	0	0	24	0	0	71	363
3:15 PM	11	0	1	0	0	0	0	0	0	24	7	0	1	30	0	0	74	3

15-Min Count Period Beginning At	14 - NE 10th St (Northbound)				14 - NE 10th St (Southbound)				E Punkin Center Rd (Eastbound)				E Punkin Center Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	15	0	5	0	0	0	0	0	0	37	12	0	3	33	0	0	105	340
3:45 PM	6	0	3	0	0	0	0	0	0	37	13	0	2	18	0	0	79	329
4:00 PM	8	0	6	0	0	0	0	0	0	42	13	0	2	34	0	0	105	363
4:15 PM	13	0	3	0	0	0	0	0	0	55	10	0	2	25	0	0	108	397
4:30 PM	11	0	4	0	0	0	0	0	0	41	13	0	1	33	0	0	103	395
4:45 PM	10	0	1	0	0	0	0	0	0	43	14	0	3	27	0	0	98	414
5:00 PM	8	0	4	0	0	0	0	0	0	39	17	0	1	27	0	0	96	405
5:15 PM	9	0	8	0	0	0	0	0	0	32	12	0	4	28	0	0	93	390
5:30 PM	17	0	4	0	0	0	0	0	0	29	9	0	2	22	0	0	83	370
5:45 PM	10	0	5	0	0	0	0	0	0	33	8	0	5	26	0	0	87	359
6:00 PM	13	0	1	0	0	0	0	0	0	29	13	0	2	26	0	0	84	347
6:15 PM	6	0	5	0	0	0	0	0	0	30	8	0	5	19	0	0	73	327
6:30 PM	7	0	0	0	0	0	0	0	0	31	10	0	0	13	0	0	61	305
6:45 PM	6	0	3	0	0	0	0	0	0	21	7	0	1	13	0	0	51	269
7:00 PM	9	0	3	0	0	0	0	0	0	22	6	0	2	16	0	0	58	243
7:15 PM	4	0	0	0	0	0	0	0	0	17	5	0	2	23	0	0	51	221
7:30 PM	7	0	5	0	0	0	0	0	0	18	8	0	2	16	0	0	56	216
7:45 PM	9	0	4	0	0	0	0	0	0	12	10	0	0	12	0	0	47	212
8:00 PM	6	0	5	0	0	0	0	0	0	11	4	0	2	15	0	0	43	197
8:15 PM	3	0	5	0	0	0	0	0	0	21	12	0	0	11	0	0	52	198
8:30 PM	6	0	3	0	0	0	0	0	0	10	9	0	0	17	0	0	45	187
8:45 PM	3	0	1	0	0	0	0	0	0	16	5	0	1	9	0	0	35	175
9:00 PM	2	0	3	0	0	0	0	0	0	10	6	0	1	5	0	0	27	159
9:15 PM	3	0	6	0	0	0	0	0	0	8	3	0	2	10	0	0	32	139
9:30 PM	7	0	3	0	0	0	0	0	0	10	4	0	1	7	0	0	32	126
9:45 PM	1	0	1	0	0	0	0	0	0	9	5	0	1	10	0	0	27	118

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	52	0	12	0	0	0	0	0	0	220	40	0	8	100	0	0	432
Heavy Trucks	0	0	0		0	0	0		0	12	0		0	8	0		20
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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

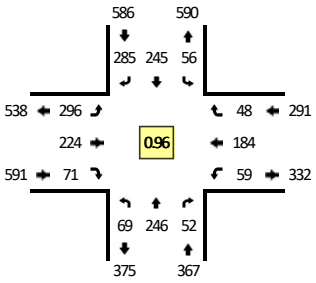
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: 27 - OR 207 -- W Highland Ave
CITY/STATE: Hermiston, OR

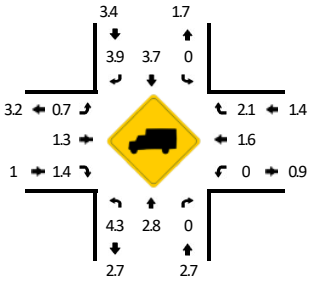
QC JOB #: 17138730
DATE: Wed, Apr 20 2022

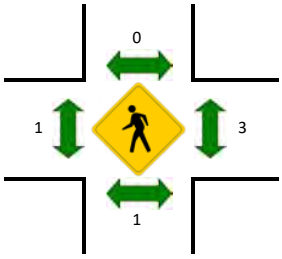
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

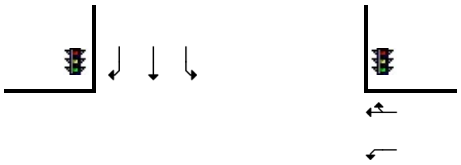


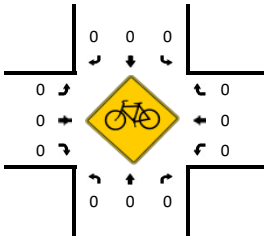


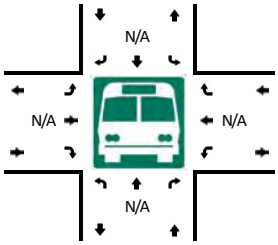
TRUE DATA TO IMPROVE MOBILITY



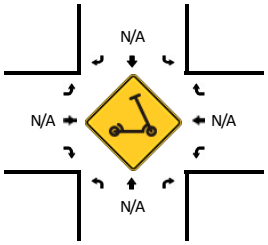












15-Min Count Period Beginning At	27 - OR 207 (Northbound)				27 - OR 207 (Southbound)				W Highland Ave (Eastbound)				W Highland Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	19	24	1	0	1	23	73	0	9	12	3	0	10	36	3	0	214	
6:15 AM	22	35	6	0	2	25	65	0	27	13	7	0	4	41	5	0	252	
6:30 AM	13	31	5	0	3	25	74	0	27	14	10	0	6	30	6	0	244	
6:45 AM	27	50	5	0	0	29	57	0	49	31	17	0	3	35	13	0	316	1026
7:00 AM	5	43	3	0	4	36	33	0	42	33	8	0	4	25	10	0	246	1058
7:15 AM	12	52	10	0	9	36	51	0	50	40	22	0	4	26	7	0	319	1125
7:30 AM	17	70	8	0	8	38	48	0	64	40	13	0	9	36	13	0	364	1245
7:45 AM	5	60	10	0	7	39	40	0	73	53	11	0	9	37	18	0	362	1291
8:00 AM	13	61	10	0	6	31	42	0	53	24	11	0	8	28	12	0	299	1344
8:15 AM	7	45	8	0	3	29	33	0	36	21	8	0	9	27	7	0	233	1258
8:30 AM	5	39	10	0	5	24	29	0	49	16	8	0	10	15	8	0	218	1112
8:45 AM	10	66	11	0	9	63	22	0	31	42	19	0	11	22	12	0	318	1068
9:00 AM	8	69	20	0	7	68	34	0	46	46	15	0	16	38	18	0	385	1154
9:15 AM	10	64	11	0	6	31	36	0	39	26	8	0	5	17	12	0	265	1186
9:30 AM	9	49	6	0	3	41	37	0	43	25	13	0	8	19	9	0	262	1230
9:45 AM	4	45	10	0	11	31	33	0	34	24	10	0	6	32	8	0	248	1160
10:00 AM	4	41	8	0	2	25	30	0	36	13	7	0	1	21	11	0	199	974
10:15 AM	3	43	8	0	12	42	35	0	42	28	6	0	9	25	4	0	257	966
10:30 AM	8	42	5	0	13	50	46	0	53	29	11	0	8	21	6	0	292	996
10:45 AM	7	42	6	0	4	34	29	0	33	24	9	0	18	15	8	0	229	977
11:00 AM	9	53	4	0	16	43	41	0	50	27	8	0	10	19	5	0	285	1063
11:15 AM	10	30	10	0	2	43	31	0	44	21	8	0	6	24	3	0	232	1038
11:30 AM	4	45	7	0	8	43	44	0	42	26	13	0	10	21	7	0	270	1016
11:45 AM	3	47	10	0	11	44	41	0	43	24	9	0	10	22	14	0	278	1065
12:00 PM	14	54	17	0	14	40	53	0	38	33	5	0	7	35	9	0	319	1099
12:15 PM	3	57	9	0	6	41	39	0	49	23	7	0	10	30	9	0	283	1150
12:30 PM	3	63	9	0	8	69	46	0	41	23	7	0	10	27	11	0	317	1197
12:45 PM	10	54	7	0	10	36	42	0	46	26	7	0	7	30	16	0	291	1210
1:00 PM	10	45	11	0	9	44	45	0	45	29	15	0	14	23	7	0	297	1188
1:15 PM	8	55	9	0	12	46	39	0	50	34	12	0	5	15	5	0	290	1195
1:30 PM	11	46	13	0	9	44	47	0	53	30	6	0	9	23	14	0	305	1183
1:45 PM	15	59	14	0	7	58	31	0	43	24	3	0	8	42	21	0	325	1217
2:00 PM	12	53	11	0	11	65	56	0	54	31	7	0	11	31	11	0	353	1273
2:15 PM	14	47	6	0	8	44	47	0	53	26	9	0	5	16	9	0	284	1267
2:30 PM	7	51	5	0	7	54	50	0	53	26	8	0	11	29	8	0	309	1271
2:45 PM	7	45	10	0	10	70	51	0	47	32	15	0	4	38	15	0	344	1290
3:00 PM	17	52	10	0	10	73	42	0	39	44	26	0	7	30	12	0	362	1299
3:15 PM	20	88	19	0	18	67	43	0	55	43	28	0	12	23	9	0	425	1

15-Min Count Period Beginning At	27 - OR 207 (Northbound)				27 - OR 207 (Southbound)				W Highland Ave (Eastbound)				W Highland Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	18	68	18	0	18	71	63	0	46	39	9	0	18	30	18	0	416	1547
3:45 PM	14	72	12	0	14	60	50	0	72	52	12	0	19	43	26	0	446	1649
4:00 PM	12	77	6	0	12	55	52	0	78	47	13	0	14	33	5	0	404	1691
4:15 PM	13	37	15	0	16	64	46	0	82	52	24	0	14	34	7	0	404	1670
4:30 PM	16	54	21	0	15	71	65	0	72	57	9	0	15	29	7	0	431	1685
4:45 PM	12	53	16	0	17	52	68	0	90	62	20	0	10	28	10	0	438	1677
5:00 PM	21	61	11	0	13	79	60	0	73	49	15	0	20	55	11	0	468	1741
5:15 PM	23	61	11	0	12	61	87	0	61	55	18	0	14	58	15	0	476	1813
5:30 PM	13	71	14	0	14	53	70	0	72	58	18	0	15	43	12	0	453	1835
5:45 PM	12	51	10	0	12	55	49	0	63	40	5	0	12	45	9	0	363	1760
6:00 PM	10	40	7	0	17	50	71	0	56	60	13	0	9	31	6	0	370	1662
6:15 PM	12	51	6	0	12	58	55	0	52	54	12	0	14	39	12	0	377	1563
6:30 PM	12	42	5	0	11	46	43	0	49	34	16	0	8	22	10	0	298	1408
6:45 PM	7	35	4	0	13	37	52	0	41	49	16	0	9	55	12	0	330	1375
7:00 PM	5	37	13	0	8	60	43	0	41	34	10	0	15	45	6	0	317	1322
7:15 PM	8	42	11	0	5	42	31	0	59	24	13	0	16	25	1	0	277	1222
7:30 PM	6	37	11	0	11	31	25	0	43	29	10	0	17	21	5	0	246	1170
7:45 PM	13	21	8	0	6	31	22	0	32	21	12	0	8	32	12	0	218	1058
8:00 PM	7	23	6	0	11	33	23	0	23	12	4	0	12	30	13	0	197	938
8:15 PM	4	16	9	0	5	29	20	0	20	14	5	0	5	16	13	0	156	817
8:30 PM	4	26	2	0	3	20	24	0	7	20	7	0	4	10	3	0	130	701
8:45 PM	6	15	4	0	3	14	14	0	17	9	11	0	7	15	5	0	120	603
9:00 PM	8	16	2	0	2	19	24	0	12	12	5	0	5	10	4	0	119	525
9:15 PM	8	15	4	0	7	26	29	0	8	13	7	0	4	22	2	0	145	514
9:30 PM	0	10	4	0	5	6	8	0	16	7	1	0	2	9	6	0	74	458
9:45 PM	3	10	1	0	6	16	17	0	7	12	2	0	4	11	3	0	92	430

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	92	244	44	0	48	244	348	0	244	220	72	0	56	232	60	0	1904
Heavy Trucks	0	8	0		0	12	24		0	0	0		0	0	0		44
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/27/2025 8:49 AM

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



Location:
Date: 6/4/2024
Site Code: 17138731

	7th St Southbound					Diagonal Blv Southwestbou		
Start Time	Right	Thru	Left	Left to Diagonal Blvd	U-Turn	Right to 7th St	Right to E Main St	Left to 7th St
06:00 AM	1	1	0	0	0	0	10	1
06:15 AM	2	0	0	1	0	0	9	1
06:30 AM	0	3	0	0	0	0	10	2
06:45 AM	1	1	0	1	0	0	23	0
07:00 AM	1	0	0	0	0	0	25	2
07:15 AM	0	3	2	1	0	0	20	0
07:30 AM	1	2	2	0	0	0	39	0
07:45 AM	0	4	1	2	0	0	55	1
08:00 AM	1	0	2	1	0	5	62	0
08:15 AM	3	0	4	3	0	2	47	4
08:30 AM	1	2	2	1	0	0	27	0
08:45 AM	0	0	2	0	0	1	31	1
09:00 AM	1	0	0	0	0	1	20	0
09:15 AM	1	0	1	0	0	1	14	0
09:30 AM	1	2	0	0	0	0	20	0
09:45 AM	2	1	0	1	0	1	17	0
10:00 AM	1	1	1	0	0	1	17	1
10:15 AM	0	1	0	1	0	0	21	1
10:30 AM	1	1	0	0	0	2	12	0
10:45 AM	0	2	1	3	0	0	17	1
11:00 AM	2	0	3	0	0	2	17	3
11:15 AM	0	2	0	1	0	0	15	1
11:30 AM	0	2	1	0	0	0	16	0
11:45 AM	2	1	0	4	0	0	28	0
12:00 PM	2	3	1	0	0	0	30	1
12:15 PM	4	0	2	0	0	0	24	1
12:30 PM	3	2	1	1	0	1	17	0
12:45 PM	0	1	1	2	0	0	23	1
01:00 PM	2	2	1	0	0	0	24	0
01:15 PM	2	0	1	4	0	0	29	2
01:30 PM	1	1	0	2	0	1	22	1
01:45 PM	3	1	1	1	0	1	18	1
02:00 PM	0	2	0	2	0	0	19	2
02:15 PM	3	4	2	1	0	0	20	2
02:30 PM	2	0	0	3	0	0	21	1
02:45 PM	3	2	1	0	0	0	20	2
03:00 PM	0	0	1	0	0	0	22	1
03:15 PM	1	3	3	2	0	10	41	2
03:30 PM	5	2	1	4	0	3	42	1

03:45 PM	4	2	2	1	0	3	26	0
04:00 PM	2	2	3	1	0	2	16	0
04:15 PM	4	2	0	1	0	1	18	0
04:30 PM	2	4	0	0	0	0	23	4
04:45 PM	6	2	0	0	0	0	17	2
05:00 PM	4	2	2	1	0	1	21	3
05:15 PM	3	1	1	4	0	0	39	0
05:30 PM	3	2	0	1	0	1	34	2
05:45 PM	3	2	0	2	0	0	40	2
06:00 PM	3	4	2	2	0	3	31	0
06:15 PM	0	3	1	1	0	3	26	2
06:30 PM	3	4	0	1	0	2	24	1
06:45 PM	2	1	0	0	0	1	24	3
07:00 PM	2	1	0	1	0	1	24	0
07:15 PM	2	0	3	2	0	3	24	1
07:30 PM	4	2	0	2	0	1	19	2
07:45 PM	0	1	1	1	0	1	17	1
08:00 PM	0	2	0	0	0	0	26	0
08:15 PM	0	0	0	1	0	3	20	0
08:30 PM	0	1	2	1	0	0	10	2
08:45 PM	2	0	2	2	0	0	12	1
09:00 PM	0	1	3	0	0	0	8	0
09:15 PM	0	0	0	3	0	0	11	0
09:30 PM	0	2	0	0	0	0	6	0
09:45 PM	1	2	0	0	0	0	6	1
Total	**103**	**95**	**60**	**70**	**0**	**58**	**1466**	**64**

AM Peak

Peak Hour: 7:30 AM - 8:30 AM
Peak 15: 8:00 AM - 8:15 AM
PHF: 0.898649

PM Peak

Peak Hour: 3:15 PM - 4:15 PM
Peak 15: 3:30 PM - 3:45 PM
PHF: 0.744845

d nd		E Main St Westbound						
Left to E Main St	U-Turn	Right to Diagonal Blvd	Right	Thru	Left	U-Turn	Right	Right to Diagonal Blvd
0	0	0	0	8	0	0	0	1
0	0	0	1	13	0	0	0	2
0	0	0	0	8	0	0	0	1
0	0	0	1	12	0	0	0	1
0	0	0	0	11	0	0	0	0
0	0	0	1	18	1	0	0	3
0	0	0	0	22	0	0	0	2
2	0	0	1	37	2	0	1	0
0	0	0	1	26	0	0	1	0
0	0	0	1	29	0	0	0	1
0	0	0	0	12	0	0	0	1
0	0	0	0	12	0	0	1	0
0	0	0	0	9	0	0	0	1
0	0	0	0	12	0	0	1	1
0	0	0	1	11	1	0	3	0
0	0	0	1	9	0	0	0	1
0	0	0	0	10	0	0	0	0
0	0	1	0	12	0	0	0	1
0	0	0	0	13	0	0	1	0
0	0	0	0	14	0	0	0	0
0	0	0	0	15	0	0	1	1
1	0	0	0	12	0	0	1	0
0	0	0	0	6	0	0	1	3
0	0	1	0	8	1	0	0	1
0	0	0	2	10	0	0	0	1
0	0	0	0	9	0	0	0	2
0	0	0	1	14	1	0	0	0
0	0	0	1	20	0	0	1	2
0	0	0	1	16	1	0	0	0
0	0	0	1	12	0	0	0	1
0	0	0	0	8	2	0	1	3
0	0	0	1	12	0	0	0	2
0	0	0	0	16	0	0	0	0
0	0	0	1	14	0	0	0	0
0	0	0	0	16	1	0	2	2
0	0	0	0	13	0	0	3	2
0	0	0	0	13	0	0	1	3
0	0	0	1	17	0	0	1	0
0	0	0	3	18	1	0	1	4

0	0	0	0	23	2	0	1	5
0	0	0	1	18	0	0	2	2
0	0	0	1	9	1	0	0	1
2	0	0	0	9	0	0	3	2
0	0	0	2	17	2	0	1	1
0	0	0	0	18	1	0	5	2
0	0	0	0	23	0	0	1	0
0	0	0	0	17	1	0	2	1
0	0	0	0	14	0	0	0	2
0	0	0	1	10	0	0	1	3
0	0	0	2	9	1	0	0	1
0	0	0	0	8	0	0	0	0
0	0	0	0	12	0	0	2	1
0	0	0	0	3	0	0	0	0
0	0	0	0	8	0	0	1	1
0	0	0	1	7	0	0	0	0
0	0	0	0	8	1	0	3	3
0	0	0	0	4	0	0	0	0
0	0	0	1	4	0	0	1	2
0	0	0	0	9	1	0	1	0
0	0	0	0	7	0	0	0	2
0	0	0	0	3	1	0	0	1
0	0	0	0	6	1	0	0	1
0	0	0	0	6	1	0	0	1
0	0	0	0	2	0	0	0	0
5	**0**	**2**	**29**	**801**	**24**	**0**	**45**	**75**

7th St Northbound			E Main St Eastbound					
Thru	Left	U-Turn	Right	Thru	Left to Diagonal Blvd	Left	U-Turn	Total
1	1	0	1	2	3	1	0	31
0	2	0	2	3	8	0	0	44
1	3	0	1	3	5	0	0	37
0	3	0	0	5	5	0	0	53
0	4	0	1	5	11	0	0	60
3	2	0	3	10	11	0	0	78
0	5	0	0	15	14	0	0	102
1	2	0	4	18	13	0	0	144
1	4	0	1	21	21	1	0	148
2	2	0	2	17	21	0	0	138
1	3	0	3	5	9	0	0	67
3	7	0	1	9	10	2	0	80
0	0	0	3	6	9	0	0	50
0	1	0	1	8	13	2	0	56
0	1	0	2	2	11	1	0	56
5	5	0	0	11	10	1	0	65
0	4	0	5	5	13	2	0	61
1	1	0	5	12	11	3	0	71
2	1	0	2	16	16	1	0	68
0	0	0	3	11	12	0	0	64
2	3	0	1	14	11	2	0	77
2	2	0	2	16	17	1	0	73
2	5	0	0	21	16	2	0	75
2	5	0	2	16	17	2	0	90
2	1	0	4	14	13	3	0	87
1	5	0	1	16	30	3	0	98
2	3	0	4	15	24	1	0	90
3	6	0	7	28	11	1	0	108
2	4	0	5	11	20	0	0	89
0	5	0	3	18	17	2	0	97
0	3	0	2	9	20	0	0	76
1	7	0	3	17	16	1	0	86
1	2	0	3	21	18	0	0	86
3	4	0	5	14	17	5	0	95
0	1	0	4	21	23	2	0	99
1	1	0	5	20	19	2	0	94
4	1	0	1	21	23	2	0	93
1	1	0	3	28	19	2	0	135
2	5	0	7	42	49	4	0	194

3	2	0	2	24	24	5	0	129
2	0	0	5	27	33	4	0	120
4	0	0	5	35	36	2	0	120
3	5	0	1	24	35	2	0	119
4	3	0	6	32	25	1	0	121
3	6	0	4	34	38	1	0	146
4	2	0	4	22	35	1	0	140
3	3	0	1	25	37	2	0	135
2	2	0	5	21	30	1	0	126
5	2	0	5	16	18	4	0	110
1	1	0	2	11	16	2	0	82
2	2	0	4	14	20	2	0	87
2	3	0	5	21	19	0	0	96
0	0	0	2	7	15	0	0	56
2	2	0	4	16	25	2	0	96
3	1	0	1	23	35	1	0	102
2	2	0	2	10	10	0	0	63
0	1	0	4	11	12	2	0	62
0	0	0	1	11	14	1	0	59
1	2	0	2	7	19	2	0	60
2	1	0	1	10	10	1	0	53
1	1	0	2	3	11	0	0	35
1	0	0	2	6	10	1	0	42
0	0	0	2	3	7	0	0	28
0	0	0	4	3	2	1	0	22
102	**156**	**0**	**178**	**962**	**1142**	**87**	**0**	

Hourly Totals
165
194
228
293
384
472
532
497
433
335
253
242
227
238
253
265
264
280
282
289
315
325
350
365
383
385
384
370
348
345
343
366
374
381
421
516

551
578
563
488
480
506
526
542
547
511
453
405
375
321
335
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ATTACHMENT G – EXISTING YEAR 2025 TRAFFIC OPERATIONS WORKSHEETS AND QUEUING DATA

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Vistro File: H:\...\27003-060-Hermiston_Revisions.vistro
Report File: H:\...\Revised_TM_2_Existing_Conditions_Reports.pdf

Scenario 2 Existing Conditions
3/17/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	NE 4th St/Punkin Center Rd	Two-way stop	HCM 7th Edition	NB Left	0.127	14.5	B
2	NE 10th St/Punkin Center	Two-way stop	HCM 7th Edition	NB Left	0.071	11.2	B
3	US 395/Theater Ln	Signalized	HCM 7th Edition	WB Left	0.524	13.4	B
4	NE 4th St/E Theater Ln	All-way stop	HCM 7th Edition	NB Thru	0.294	9.9	A
5	NE 10th St/E Theater Ln	Two-way stop	HCM 7th Edition	EB Left	0.071	13.3	B
6	OR 207/1st Pl	Signalized	HCM 7th Edition	SB Right	0.656	10.1	B
7	US 395/Elm Ave	Signalized	HCM 7th Edition	NB Left	0.731	26.1	C
8	OR 207/NE 4th St	Signalized	HCM 7th Edition	EB Thru	0.541	12.0	B
9	NE 10th St/OR 207	Two-way stop	HCM 7th Edition	NB Left	0.227	29.7	D
10	OR 207/E Diagonal Rd	Two-way stop	HCM 7th Edition	NB Left	0.113	18.1	C
11	NE 4th St/E Jennie Ave	All-way stop	HCM 7th Edition	NB Thru	0.496	11.8	B
12	SW 7th St/W Hermiston Ave	Two-way stop	HCM 7th Edition	NB Left	0.066	16.8	C
13	Hermiston Ave/N 1st Pl	Signalized	HCM 7th Edition	NB Left	0.551	6.8	A
14	US 395/Gladys Ave	Signalized	HCM 7th Edition	WB Thru	0.590	86.0	F
15	US 395/Main St	Signalized	HCM 7th Edition	EB Thru	0.427	12.0	B
16	7th St/E Main St	Two-way stop	HCM 7th Edition	NWB Left	0.250	16.4	C
17	NE 10th St/Diagonal Rd	All-way stop	HCM 7th Edition	NB Thru	0.399	10.5	B
			HCM 7th				

18	OR 207/W Orchard Ave	Signalized	HCM 7th Edition	WB Right	0.732	15.9	B
19	S 1st St/W Orchard Ave	Two-way stop	HCM 7th Edition	SB Left	0.841	105.2	F
20	US 395/Orchard Ave	Signalized	HCM 7th Edition	EB Left	0.457	17.0	B
22	SW 7th St/W Highland Ave	All-way stop	HCM 7th Edition	WB Thru	0.631	15.6	C
23	S 1st St/Highland Ave	All-way stop	HCM 7th Edition	WB Thru	0.756	19.9	C
25	SE 4th St/ Highland Drive	All-way stop	HCM 7th Edition	NB Thru	0.570	14.7	B
26	US 395/SE 4th St	Signalized	HCM 7th Edition	SB Left	0.379	16.9	B
27	Port Dr/US 395	Two-way stop	HCM 7th Edition	WB Left	0.176	24.1	C
28	Airport Rd/US 395	Two-way stop	HCM 7th Edition	EB Thru	0.004	20.6	C
29	OR 207/Gettman Rd	Two-way stop	HCM 7th Edition	WB Left	0.104	17.7	C
30	Gettman Rd/1st St	Two-way stop	HCM 7th Edition	EB Left	0.174	12.1	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 1: NE 4th St/Punkin Center Rd

Control Type:	Two-way stop	Delay (sec / veh):	14.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.127

Intersection Setup

Name	NE 4th St			NE 4th St			Punkin Center Rd			Punkin Center Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			35.00			45.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	NE 4th St			NE 4th St			Punkin Center Rd			Punkin Center Rd		
Base Volume Input [veh/h]	52	18	37	6	13	6	16	226	60	22	147	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	0.00	8.00	0.00	0.00	0.00	0.00	3.00	3.00	0.00	5.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	18	37	6	13	6	16	226	60	22	147	4
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	5	10	2	3	2	4	59	16	6	39	1
Total Analysis Volume [veh/h]	55	19	39	6	14	6	17	238	63	23	155	4
Pedestrian Volume [ped/h]	0			0			0			0		

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Version 2026 (SP 0-4)

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.04	0.05	0.01	0.03	0.01	0.01	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	14.51	13.52	10.37	14.34	13.65	9.45	7.53	0.00	0.00	7.86	0.00	0.00
Movement LOS	B	B	B	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.43	0.31	0.31	0.17	0.17	0.17	0.03	0.03	0.03	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	10.80	7.70	7.70	4.24	4.24	4.24	0.75	0.75	0.75	0.98	0.98	0.98
d_A, Approach Delay [s/veh]	12.91			12.84			0.40			0.99		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	3.29											
Intersection LOS	B											

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Intersection Level Of Service Report
Intersection 2: NE 10th St/Punkin Center

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.071

Intersection Setup

Name	NE 10th St		Punkin Center Rd		Punkin Center Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	NE 10th St		Punkin Center Rd		Punkin Center Rd	
Base Volume Input [veh/h]	43	14	186	51	8	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	7.00	5.00	4.00	0.00	8.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	14	186	51	8	122
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	4	48	13	2	32
Total Analysis Volume [veh/h]	45	15	194	53	8	127
Pedestrian Volume [ped/h]	0		0		0	

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Version 2026 (SP 0-4)

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.02	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	11.19	9.99	0.00	0.00	7.71	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.29	0.29	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	7.33	7.33	0.00	0.00	0.33	0.33
d_A, Approach Delay [s/veh]	10.89		0.00		0.46	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.62					
Intersection LOS	B					

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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 3: US 395/Theater Ln

Control Type:	Signalized	Delay (sec / veh):	13.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.524

Intersection Setup

Name	US 395			US 395			Theater Ln			Theater Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	225.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US 395			US 395			Theater Ln			Theater Ln		
Base Volume Input [veh/h]	99	696	71	42	751	34	35	53	82	53	46	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	5.00	0.00	2.00	5.00	3.00	0.00	2.00	0.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	696	71	42	751	34	35	53	82	53	46	53
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	191	20	12	206	9	10	15	23	15	13	15
Total Analysis Volume [veh/h]	109	765	78	46	825	37	38	58	90	58	51	58
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow	No			No			No			No		
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	25.0	55.0	0.0	25.0	55.0	0.0	0.0	35.0	0.0	0.0	35.0	0.0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	15.0	0.0	0.0	13.0	0.0	0.0	20.0	0.0	0.0	22.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9.0	14.0	0.0	9.0	14.0	0.0	0.0	14.0	0.0	0.0	14.0	0.0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5.0	10.0	0.0	5.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Calculated Cycle Length [s]	40	40	40	40	40	40	40	40	40	40
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	17.7	13.7	13.7	18.1	13.9	13.9	10.3	10.3	10.3	10.3
g / C, Green / Cycle	0.44	0.34	0.34	0.45	0.34	0.34	0.26	0.26	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.12	0.25	0.25	0.04	0.26	0.26	0.02	0.10	0.04	0.07
s, saturation flow rate [veh/h]	862	1681	1627	1030	1681	1656	1305	1555	1239	1575
c, Capacity [veh/h]	413	572	553	495	579	571	441	399	400	404
d1, Uniform Delay [s]	10.87	11.76	11.76	10.25	11.65	11.65	13.23	12.29	14.26	11.95
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.34	2.00	2.06	0.08	1.97	2.00	0.08	0.57	0.17	0.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.26	0.75	0.75	0.09	0.75	0.75	0.09	0.37	0.15	0.27
d, Delay for Lane Group [s/veh]	11.20	13.75	13.82	10.33	13.62	13.65	13.31	12.86	14.42	12.30
Lane Group LOS	B	B	B	B	B	B	B	B	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.23	2.51	2.44	0.11	2.78	2.75	0.26	0.99	0.42	0.70
50th-Percentile Queue Length [ft/ln]	5.82	62.69	60.93	2.78	69.61	68.69	6.39	24.70	10.39	17.54
95th-Percentile Queue Length [veh/ln]	0.42	4.51	4.39	0.20	5.01	4.95	0.46	1.78	0.75	1.26
95th-Percentile Queue Length [ft/ln]	10.48	112.84	109.67	5.01	125.30	123.64	11.50	44.45	18.70	31.58

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Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.20	13.78	13.82	10.33	13.64	13.65	13.31	12.86	12.86	14.42	12.30	12.30
Movement LOS	B	B	B	B	B	B	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	13.49			13.47			12.95			13.04		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	13.40											
Intersection LOS	B											
Intersection V/C	0.524											

Emissions

Vehicle Miles Traveled [mph]	8.08	31.76	30.74	2.47	23.28	22.93	2.17	8.47	3.72	6.99
Stops [stops/h]	20.84	224.37	218.06	9.96	249.14	245.84	22.87	88.39	37.18	62.78
Fuel consumption [US gal/h]	0.78	5.08	4.93	0.27	3.96	3.91	0.29	1.11	0.48	0.83
CO [g/h]	54.84	354.91	344.68	18.56	277.14	273.40	20.16	77.40	33.56	57.88
NOx [g/h]	10.67	69.05	67.06	3.61	53.92	53.19	3.92	15.06	6.53	11.26
VOC [g/h]	12.71	82.25	79.88	4.30	64.23	63.36	4.67	17.94	7.78	13.41

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	12.12	12.12	12.12	12.12
l_p,int, Pedestrian LOS Score for Intersectio	2.903	2.714	2.127	2.041
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2734	2734	1740	1740
d_b, Bicycle Delay [s]	2.71	2.71	0.34	0.34
l_b,int, Bicycle LOS Score for Intersection	2.345	2.309	1.867	1.835
Bicycle LOS	B	B	A	A

Sequence

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



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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 4: NE 4th St/E Theater Ln

Control Type:	All-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.294

Intersection Setup

Name	NE 4th St			NE 4th St			E Theater Ln			E Theater Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	NE 4th St			NE 4th St			E Theater Ln			E Theater Ln		
Base Volume Input [veh/h]	93	133	46	11	84	30	29	82	82	16	70	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00	0.00	6.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	133	46	11	84	30	29	82	82	16	70	9
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	37	13	3	23	8	8	23	23	4	19	2
Total Analysis Volume [veh/h]	102	146	51	12	92	33	32	90	90	18	77	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	595	670	577	647	727	675
Degree of Utilization, x	0.17	0.29	0.02	0.19	0.29	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.61	1.22	0.06	0.71	1.21	0.55
95th-Percentile Queue Length [ft]	15.37	30.60	1.59	17.77	30.30	13.72
Approach Delay [s/veh]	10.19		9.55		9.98	9.32
Approach LOS	B		A		A	A
Intersection Delay [s/veh]	9.89					
Intersection LOS	A					

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Intersection Level Of Service Report
Intersection 5: NE 10th St/E Theater Ln

Control Type:	Two-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.071

Intersection Setup

Name	NE 10th St			NE 10th St			E Theater Ln			E Theater Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			20.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	NE 10th St			NE 10th St			E Theater Ln			E Theater Ln		
Base Volume Input [veh/h]	23	116	2	6	126	35	26	5	34	2	9	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.00	7.00	0.00	17.00	7.00	3.00	0.00	0.00	15.00	0.00	0.00	10.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	116	2	6	126	35	26	5	34	2	9	10
Peak Hour Factor	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	39	1	2	43	12	9	2	11	1	3	3
Total Analysis Volume [veh/h]	31	157	3	8	170	47	35	7	46	3	12	14
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.01	0.00	0.00	0.07	0.01	0.06	0.01	0.02	0.02
d_M, Delay for Movement [s/veh]	7.73	0.00	0.00	7.71	0.00	0.00	13.28	13.11	10.37	13.01	12.65	9.45
Movement LOS	A	A	A	A	A	A	B	B	B	B	B	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.05	0.01	0.01	0.01	0.49	0.49	0.49	0.15	0.15	0.15
95th-Percentile Queue Length [ft/ln]	1.32	1.32	1.32	0.35	0.35	0.35	12.28	12.28	12.28	3.70	3.70	3.70
d_A, Approach Delay [s/veh]	1.25			0.27			11.74			11.14		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	3.11											
Intersection LOS	B											

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Intersection Level Of Service Report
Intersection 6: OR 207/1st Pl

Control Type:	Signalized	Delay (sec / veh):	10.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.656

Intersection Setup

Name	1st Pl			1st Pl			OR 207			OR 207		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Version 2026 (SP 0-4)

Volumes

Name	1st Pl			1st Pl			OR 207			OR 207		
Base Volume Input [veh/h]	11	50	29	83	114	130	212	499	12	6	382	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	4.00	2.00	1.00	2.00	0.00	3.00	0.00	17.00	5.00	3.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	50	29	83	114	130	212	499	12	6	382	68
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	13	8	22	30	35	56	133	3	2	102	18
Total Analysis Volume [veh/h]	12	53	31	88	121	138	226	531	13	6	406	72
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Version 2026 (SP 0-4)

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow							No			No		
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Maximum Green [s]	0.0	30.0	0.0	0.0	30.0	0.0	0.0	40.0	0.0	0.0	40.0	0.0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	27.0	0.0	0.0	25.0	0.0	0.0	23.0	0.0	0.0	21.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	0.0	14.0	0.0	0.0	14.0	0.0	0.0	14.0	0.0	0.0	14.0	0.0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	C
C, Calculated Cycle Length [s]	43	43	43	43	43	43
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12.1	12.1	22.4	22.4	22.4	22.4
g / C, Green / Cycle	0.28	0.28	0.53	0.53	0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.06	0.21	0.25	0.32	0.01	0.29
s, saturation flow rate [veh/h]	1613	1539	931	1701	758	1637
c, Capacity [veh/h]	554	544	478	897	400	863
d1, Uniform Delay [s]	11.56	13.96	12.53	6.98	10.36	6.71
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.15	1.25	0.73	0.67	0.01	0.56
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.17	0.64	0.47	0.61	0.01	0.55
d, Delay for Lane Group [s/veh]	11.71	15.21	13.26	7.65	10.38	7.27
Lane Group LOS	B	B	B	A	B	A
Critical Lane Group	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.57	2.77	1.59	2.32	0.03	1.96
50th-Percentile Queue Length [ft/ln]	14.18	69.26	39.77	58.11	0.85	48.89
95th-Percentile Queue Length [veh/ln]	1.02	4.99	2.86	4.18	0.06	3.52
95th-Percentile Queue Length [ft/ln]	25.53	124.67	71.58	104.59	1.52	88.01

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Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.71	11.71	11.71	15.21	15.21	15.21	13.26	7.65	7.65	10.38	7.27	7.27
Movement LOS	B	B	B	B	B	B	B	A	A	B	A	A
d_A, Approach Delay [s/veh]	11.71			15.21			9.29			7.30		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	10.07											
Intersection LOS	B											
Intersection V/C	0.656											

Emissions

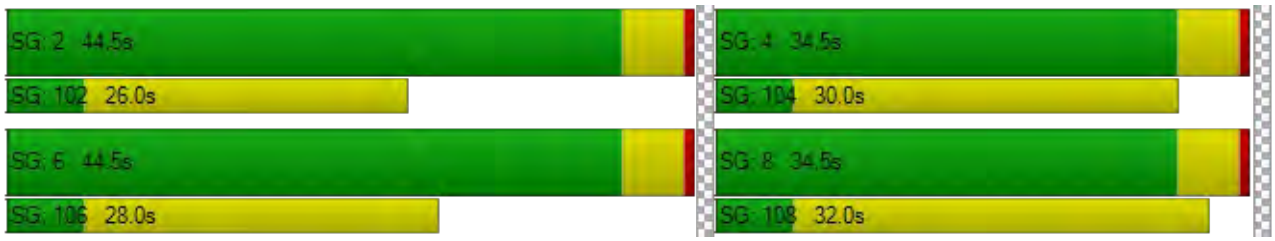
Vehicle Miles Traveled [mph]	3.62	15.05	13.67	32.90	0.40	31.97
Stops [stops/h]	48.03	234.54	134.67	196.77	2.87	165.57
Fuel consumption [US gal/h]	0.73	2.65	1.92	3.29	0.05	2.94
CO [g/h]	50.88	185.28	133.97	229.87	3.15	205.37
NOx [g/h]	9.90	36.05	26.07	44.73	0.61	39.96
VOC [g/h]	11.79	42.94	31.05	53.28	0.73	47.60

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	13.21	13.21	13.21	13.21
l_p,int, Pedestrian LOS Score for Intersectio	1.818	2.281	2.349	2.395
Crosswalk LOS	A	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1411	1411	1881	1881
d_b, Bicycle Delay [s]	1.84	1.84	0.07	0.07
l_b,int, Bicycle LOS Score for Intersection	1.718	2.132	2.830	2.358
Bicycle LOS	A	B	C	B

Sequence

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



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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 7: US 395/Elm Ave

Control Type:	Signalized	Delay (sec / veh):	26.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.731

Intersection Setup

Name	US 395			US 395			Elm Ave			Elm Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	175.00	100.00	100.00	225.00	100.00	325.00	225.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			30.00			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	US 395			US 395			Elm Ave			Elm Ave		
Base Volume Input [veh/h]	65	685	104	105	706	176	222	258	105	159	194	69
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	2.00	12.00	6.00	3.00	2.00	2.00	2.00	1.00	11.00	4.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	685	104	105	706	176	222	258	105	159	194	69
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	186	28	29	192	48	60	70	29	43	53	19
Total Analysis Volume [veh/h]	71	745	113	114	767	191	241	280	114	173	211	75
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Overlap	ProtPer	Permiss	Permiss
Flashing Yellow Arrow							Yes			Yes		
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Maximum Green [s]	25.0	55.0	0.0	25.0	55.0	0.0	25.0	45.0	45.0	25.0	45.0	0.0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.5	0.5	0.5	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	17.0	0.0	0.0	20.0	0.0	0.0	22.0	22.0	0.0	22.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9.0	14.0	0.0	9.0	14.0	0.0	9.0	14.0	14.0	9.0	14.0	0.0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5.0	10.0	0.0	5.0	10.0	0.0	5.0	8.0	8.0	5.0	8.0	0.0
Vehicle Extension [s]	2.5	6.1	0.0	2.5	6.1	0.0	2.5	2.5	2.5	2.5	2.5	0.0
Minimum Recall	No	Yes		No	Yes		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Calculated Cycle Length [s]	75	75	75	75	75	75	75	75	75	75	75
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	4.7	29.6	29.6	7.3	32.1	32.1	22.4	14.9	35.1	22.4	15.8
g / C, Green / Cycle	0.06	0.39	0.39	0.10	0.43	0.43	0.30	0.20	0.47	0.30	0.21
(v / s)_i Volume / Saturation Flow Rate	0.04	0.25	0.25	0.07	0.29	0.29	0.25	0.16	0.08	0.15	0.18
s, saturation flow rate [veh/h]	1588	1722	1644	1588	1709	1592	1255	1722	1476	1008	1620
c, Capacity [veh/h]	99	677	646	153	730	680	284	342	688	348	340
d1, Uniform Delay [s]	34.61	18.59	18.59	33.08	17.38	17.39	29.55	28.86	11.89	27.17	28.52
k, delay calibration	0.08	0.42	0.42	0.08	0.42	0.42	0.08	0.08	0.08	0.08	0.08
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.03	3.98	4.17	5.25	4.22	4.53	5.30	3.68	0.08	0.81	4.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.72	0.65	0.65	0.74	0.68	0.68	0.85	0.82	0.17	0.50	0.84
d, Delay for Lane Group [s/veh]	41.64	22.58	22.76	38.33	21.61	21.92	34.85	32.54	11.97	27.98	32.78
Lane Group LOS	D	C	C	D	C	C	C	C	B	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.42	6.39	6.13	2.19	7.20	6.77	3.54	5.06	1.08	2.67	5.13
50th-Percentile Queue Length [ft/ln]	35.45	159.66	153.26	54.69	179.98	169.35	88.41	126.50	27.04	66.66	128.37
95th-Percentile Queue Length [veh/ln]	2.55	10.53	10.19	3.94	11.60	11.04	6.37	8.75	1.95	4.80	8.85
95th-Percentile Queue Length [ft/ln]	63.81	263.28	254.78	98.45	289.99	276.06	159.15	218.73	48.68	119.99	221.27

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Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.64	22.65	22.76	38.33	21.72	21.92	34.85	32.54	11.97	27.98	32.78	32.78
Movement LOS	D	C	C	D	C	C	C	C	B	C	C	C
d_A, Approach Delay [s/veh]	24.12			23.52			29.72			30.97		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	26.08											
Intersection LOS	C											
Intersection V/C	0.731											

Emissions

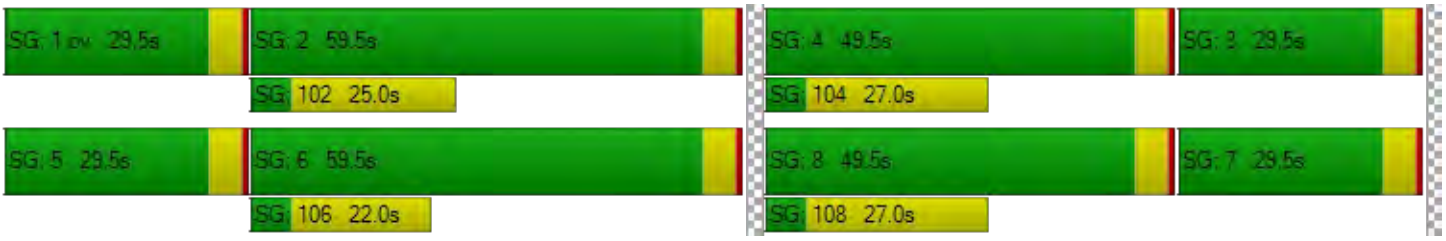
Vehicle Miles Traveled [mph]	4.08	25.21	24.07	6.20	26.95	25.14	23.02	26.75	10.89	15.50	25.63
Stops [stops/h]	67.87	305.69	293.43	104.71	344.58	324.24	169.28	242.20	51.78	127.62	245.77
Fuel consumption [US gal/h]	1.27	5.28	5.07	1.72	5.19	4.89	3.39	3.99	0.97	2.33	4.32
CO [g/h]	88.60	368.85	354.08	120.43	363.00	341.73	237.21	278.61	67.54	162.76	302.01
NOx [g/h]	17.24	71.76	68.89	23.43	70.63	66.49	46.15	54.21	13.14	31.67	58.76
VOC [g/h]	20.53	85.48	82.06	27.91	84.13	79.20	54.97	64.57	15.65	37.72	69.99

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	29.14	29.14	29.14	29.14
l_p,int, Pedestrian LOS Score for Intersectio	2.993	2.907	2.349	2.247
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1463	1463	1197	1197
d_b, Bicycle Delay [s]	2.72	2.72	6.07	6.07
l_b,int, Bicycle LOS Score for Intersection	2.326	2.444	2.607	2.317
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	4	3	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	7	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Intersection Level Of Service Report
Intersection 8: OR 207/NE 4th St

Control Type:	Signalized	Delay (sec / veh):	12.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.541

Intersection Setup

Name	NE 4th St			NE 4th St			OR 207			OR 207		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	NE 4th St			NE 4th St			OR 207			OR 207		
Base Volume Input [veh/h]	68	148	50	55	126	40	56	224	68	41	203	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	4.00	2.00	6.00	3.00	13.00	2.00	11.00	2.00	5.00	17.00	19.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	148	50	55	126	40	56	224	68	41	203	33
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	42	14	15	35	11	16	63	19	12	57	9
Total Analysis Volume [veh/h]	76	166	56	62	142	45	63	252	76	46	228	37
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Flashing Yellow Arrow	No			No			Yes			Yes		
Signal Group	0	8	0	0	4	0	1	6	0	5	2	0
Auxiliary Signal Groups												
Maximum Green [s]	0.0	25.0	0.0	0.0	25.0	0.0	15.0	40.0	0.0	15.0	40.0	0.0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	17.0	0.0	0.0	17.0	0.0	0.0	15.0	0.0	0.0	12.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	0.0	14.0	0.0	0.0	14.0	0.0	9.0	14.0	0.0	9.0	14.0	0.0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0.0	10.0	0.0	0.0	10.0	0.0	5.0	10.0	0.0	5.0	10.0	0.0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Calculated Cycle Length [s]	35	35	35	35	35	35	35	35
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10.5	10.5	10.5	10.5	12.7	10.2	12.7	9.8
g / C, Green / Cycle	0.30	0.30	0.30	0.30	0.36	0.29	0.36	0.28
(v / s)_i Volume / Saturation Flow Rate	0.05	0.14	0.04	0.11	0.05	0.21	0.04	0.18
s, saturation flow rate [veh/h]	1187	1622	1122	1639	1233	1535	1140	1479
c, Capacity [veh/h]	451	484	414	489	473	444	417	413
d1, Uniform Delay [s]	11.79	10.02	12.31	9.77	9.26	11.29	10.09	11.13
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.17	0.68	0.17	0.49	0.13	2.43	0.12	1.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.17	0.46	0.15	0.38	0.13	0.74	0.11	0.64
d, Delay for Lane Group [s/veh]	11.96	10.70	12.47	10.26	9.39	13.72	10.20	12.81
Lane Group LOS	B	B	B	B	A	B	B	B
Critical Lane Group	No	Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.43	1.17	0.37	0.95	0.14	1.80	0.14	1.61
50th-Percentile Queue Length [ft/ln]	10.86	29.24	9.14	23.79	3.59	45.05	3.43	40.17
95th-Percentile Queue Length [veh/ln]	0.78	2.11	0.66	1.71	0.26	3.24	0.25	2.89
95th-Percentile Queue Length [ft/ln]	19.54	52.63	16.46	42.83	6.46	81.09	6.18	72.30

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Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.96	10.70	10.70	12.47	10.26	10.26	9.39	13.72	13.72	10.20	12.81	12.81
Movement LOS	B	B	B	B	B	B	A	B	B	B	B	B
d_A, Approach Delay [s/veh]	11.02			10.81			13.02			12.42		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	11.95											
Intersection LOS	B											
Intersection V/C	0.541											

Emissions

Vehicle Miles Traveled [mph]	3.22	9.41	2.87	8.65	3.01	15.67	2.51	14.46
Stops [stops/h]	44.48	119.78	37.46	97.48	14.69	184.55	14.06	164.54
Fuel consumption [US gal/h]	0.50	1.37	0.43	1.15	0.37	3.29	0.26	1.97
CO [g/h]	34.98	95.49	30.06	80.62	26.04	229.97	18.34	137.86
NOx [g/h]	6.81	18.58	5.85	15.69	5.07	44.74	3.57	26.82
VOC [g/h]	8.11	22.13	6.97	18.68	6.04	53.30	4.25	31.95

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	9.73	9.73	9.73	9.73
l_p,int, Pedestrian LOS Score for Intersectio	2.095	2.102	2.318	2.161
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1422	1422	2276	2276
d_b, Bicycle Delay [s]	1.47	1.47	0.33	0.33
l_b,int, Bicycle LOS Score for Intersection	2.051	1.970	2.205	2.073
Bicycle LOS	B	A	B	B

Sequence

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



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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 9: NE 10th St/OR 207

Control Type:	Two-way stop	Delay (sec / veh):	29.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.227

Intersection Setup

Name	NE 10th St			NE 10th St			OR 207			OR 207		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	325.00	100.00	100.00	350.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	NE 10th St			NE 10th St			OR 207			OR 207		
Base Volume Input [veh/h]	50	70	5	31	67	18	40	297	67	10	198	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	20.00	0.00	2.00	0.00	0.00	6.00	0.00	0.00	11.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	70	5	31	67	18	40	297	67	10	198	17
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	19	1	9	18	5	11	82	18	3	54	5
Total Analysis Volume [veh/h]	55	77	5	34	74	20	44	326	74	11	218	19
Pedestrian Volume [ped/h]	0			0			0			0		

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Version 2026 (SP 0-4)

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.22	0.01	0.14	0.22	0.02	0.03	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	29.68	25.36	20.44	26.07	22.47	16.01	7.77	0.00	0.00	8.11	0.00	0.00
Movement LOS	D	D	C	D	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.29	2.29	2.29	1.75	1.75	1.75	0.10	0.00	0.00	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	57.19	57.19	57.19	43.86	43.86	43.86	2.54	0.00	0.00	0.71	0.00	0.00
d_A, Approach Delay [s/veh]	26.91			22.42			0.77			0.36		
Approach LOS	D			C			A			A		
d_I, Intersection Delay [s/veh]	7.30											
Intersection LOS	D											

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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 10: OR 207/E Diagonal Rd

Control Type:	Two-way stop	Delay (sec / veh):	18.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.113

Intersection Setup

Name	E Diagonal Rd			E Diagonal Rd			OR 207			OR 207		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	200.00	300.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	E Diagonal Rd			E Diagonal Rd			OR 207			OR 207		
Base Volume Input [veh/h]	34	0	113	0	0	3	2	235	90	131	180	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	2.00	0.00	0.00	0.00	0.00	0.00	8.00	0.00	1.00	12.00	33.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	0	113	0	0	3	2	235	90	131	180	3
Peak Hour Factor	0.9700	1.0000	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	29	0	0	1	1	61	23	34	46	1
Total Analysis Volume [veh/h]	35	0	116	0	0	3	2	242	93	135	186	3
Pedestrian Volume [ped/h]	0			0			0			0		

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Version 2026 (SP 0-4)

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.00	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00
d_M, Delay for Movement [s/veh]	18.09	0.00	10.25	20.71	17.60	9.20	7.58	0.00	0.00	8.29	0.00	0.00
Movement LOS	C		B	C	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.38	0.00	0.50	0.01	0.01	0.01	0.00	0.00	0.00	0.37	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.45	0.00	12.61	0.26	0.26	0.26	0.08	0.08	0.00	9.22	0.00	0.00
d_A, Approach Delay [s/veh]	12.07			9.20			0.04			3.45		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	3.66											
Intersection LOS	C											

Generated with PTV VISTRO
Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 11: NE 4th St/E Jennie Ave

Control Type:	All-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.496

Intersection Setup

Name	NE 4th St			NE 4th St			E Jennie Ave			E Jennie Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	NE 4th St			NE 4th St			E Jennie Ave			E Jennie Ave		
Base Volume Input [veh/h]	22	306	22	29	258	41	31	37	23	14	18	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	3.00	0.00	7.00	2.00	0.00	3.00	0.00	0.00	0.00	6.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	306	22	29	258	41	31	37	23	14	18	31
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	81	6	8	68	11	8	10	6	4	5	8
Total Analysis Volume [veh/h]	23	322	23	31	272	43	33	39	24	15	19	33
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	742	744	633	643
Degree of Utilization, x	0.50	0.46	0.15	0.10

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.79	2.48	0.53	0.35
95th-Percentile Queue Length [ft]	69.76	62.05	13.32	8.69
Approach Delay [s/veh]	12.55	11.97	9.71	9.25
Approach LOS	B	B	A	A
Intersection Delay [s/veh]	11.76			
Intersection LOS	B			

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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 12: SW 7th St/W Hermiston Ave

Control Type:	Two-way stop	Delay (sec / veh):	16.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.066

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	22	92	319	20	55	301
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	5.00	0.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	92	319	20	55	301
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	24	83	5	14	78
Total Analysis Volume [veh/h]	23	96	332	21	57	314
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.14	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	16.83	11.70	0.00	0.00	8.02	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.75	0.75	0.00	0.00	0.10	0.10
95th-Percentile Queue Length [ft/ln]	18.83	18.83	0.00	0.00	2.45	2.45
d_A, Approach Delay [s/veh]	12.69		0.00		1.23	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.33					
Intersection LOS	C					

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Intersection Level Of Service Report
Intersection 13: Hermiston Ave/N 1st Pl

Control Type:	Signalized	Delay (sec / veh):	6.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.551

Intersection Setup

Name	1st Pl			1st Pl			Hermiston Ave			Gladys Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	1st Pl			1st Pl			Hermiston Ave			Gladys Ave		
Base Volume Input [veh/h]	21	111	6	73	114	72	74	227	24	20	314	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.00	3.00	2.00	1.00	2.00	0.00	6.00	2.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	111	6	73	114	72	74	227	24	20	314	70
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	29	2	19	30	19	19	60	6	5	83	18
Total Analysis Volume [veh/h]	22	117	6	77	120	76	78	239	25	21	331	74
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow	No			No			No			No		
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Maximum Green [s]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	30.0	0.0	0.0	30.0	0.0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	19.0	0.0	0.0	14.0	0.0	0.0	14.0	0.0	0.0	15.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	0.0	14.0	0.0	0.0	14.0	0.0	0.0	14.0	0.0	0.0	14.0	0.0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0.0	6.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Calculated Cycle Length [s]	24	24	24	24	24	24	24	24
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6.1	6.1	6.1	6.1	9.6	9.6	9.6	9.6
g / C, Green / Cycle	0.26	0.26	0.26	0.26	0.40	0.40	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.01	0.07	0.04	0.12	0.06	0.16	0.01	0.24
s, saturation flow rate [veh/h]	1206	1735	1268	1599	988	1694	1079	1669
c, Capacity [veh/h]	490	449	559	414	514	685	621	674
d1, Uniform Delay [s]	8.64	7.02	8.05	7.43	7.98	4.99	6.03	5.56
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.04	0.33	0.11	0.84	0.14	0.36	0.02	0.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.27	0.14	0.47	0.15	0.39	0.03	0.60
d, Delay for Lane Group [s/veh]	8.67	7.35	8.16	8.28	8.12	5.35	6.05	6.43
Lane Group LOS	A	A	A	A	A	A	A	A
Critical Lane Group	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.07	0.34	0.23	0.59	0.23	0.46	0.05	0.84
50th-Percentile Queue Length [ft/ln]	1.76	8.40	5.77	14.87	5.84	11.62	1.16	21.02
95th-Percentile Queue Length [veh/ln]	0.13	0.60	0.42	1.07	0.42	0.84	0.08	1.51
95th-Percentile Queue Length [ft/ln]	3.17	15.11	10.38	26.77	10.51	20.92	2.09	37.84

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Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.67	7.35	7.35	8.16	8.28	8.28	8.12	5.35	5.35	6.05	6.43	6.43
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	7.55			8.24			5.98			6.41		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	6.84											
Intersection LOS	A											
Intersection V/C	0.551											

Emissions

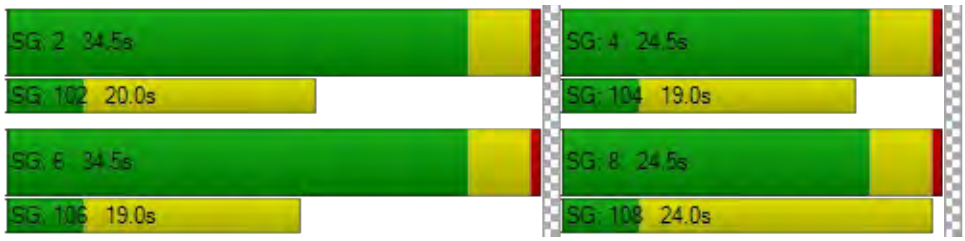
Vehicle Miles Traveled [mph]	0.69	3.88	3.14	7.99	2.37	8.03	1.85	35.71
Stops [stops/h]	10.68	50.94	34.99	90.22	35.44	70.50	7.06	127.52
Fuel consumption [US gal/h]	0.11	0.55	0.40	1.04	0.37	0.92	0.14	2.62
CO [g/h]	7.76	38.71	28.19	72.40	25.96	64.21	9.52	183.47
NOx [g/h]	1.51	7.53	5.48	14.09	5.05	12.49	1.85	35.70
VOC [g/h]	1.80	8.97	6.53	16.78	6.02	14.88	2.21	42.52

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	4.57	4.57	4.57	4.57
l_p,int, Pedestrian LOS Score for Intersectio	1.973	2.116	2.099	2.171
Crosswalk LOS	A	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1685	1685	2528	2528
d_b, Bicycle Delay [s]	0.29	0.29	0.83	0.83
l_b,int, Bicycle LOS Score for Intersection	1.799	2.010	2.124	2.263
Bicycle LOS	A	B	B	B

Sequence

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



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Intersection Level Of Service Report
Intersection 14: US 395/Gladys Ave

Control Type:	Signalized	Delay (sec / veh):	86.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.590

Intersection Setup

Name	US 395			US 395			Gladys Ave			Gladys Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	75.00	100.00	100.00	75.00	100.00	100.00	75.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US 395			US 395			Gladys Ave			Gladys Ave		
Base Volume Input [veh/h]	70	816	8	52	763	151	184	86	78	15	70	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	6.00	0.00	0.00	8.00	3.00	1.00	1.00	5.00	7.00	4.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	816	8	52	763	151	184	86	78	15	70	65
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	227	2	14	212	42	51	24	22	4	19	18
Total Analysis Volume [veh/h]	78	907	9	58	848	168	204	96	87	17	78	72
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Flashing Yellow Arrow	Yes			Yes			Yes			Yes		
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	20.0	40.0	0.0	20.0	40.0	0.0	20.0	35.0	0.0	20.0	30.0	0.0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	16.0	0.0	0.0	24.0	0.0	0.0	19.0	0.0	0.0	22.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10.0	46.0	0.0	10.0	46.0	0.0	20.0	34.0	0.0	10.0	24.0	0.0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	3.0	10.0	0.0	3.0	10.0	0.0	3.0	7.0	0.0	3.0	7.0	0.0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	Yes		No	Yes		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	70.6	67.4	67.4	70.6	67.4	67.4	13.4	7.6	13.4	3.2
g / C, Green / Cycle	0.71	0.67	0.67	0.71	0.67	0.67	0.13	0.08	0.13	0.03
(v / s)_i Volume / Saturation Flow Rate	0.14	0.28	0.28	0.09	0.32	0.32	0.11	0.11	0.01	0.10
s, saturation flow rate [veh/h]	594	1667	1661	666	1639	1546	1557	1602	1337	1562
c, Capacity [veh/h]	408	1124	1120	465	1105	1042	247	121	170	50
d1, Uniform Delay [s]	9.11	7.33	7.33	7.76	7.80	7.80	41.35	46.22	41.08	48.40
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.14	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.04	1.10	1.10	0.55	1.45	1.54	8.57	238.84	0.25	911.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.19	0.41	0.41	0.12	0.47	0.47	0.83	1.51	0.10	3.00
d, Delay for Lane Group [s/veh]	10.15	8.43	8.43	8.31	9.25	9.34	49.92	285.06	41.33	959.80
Lane Group LOS	B	A	A	A	A	A	D	F	D	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.47	4.25	4.23	0.33	5.18	4.92	5.29	11.03	0.36	13.91
50th-Percentile Queue Length [ft/ln]	11.80	106.21	105.87	8.26	129.48	122.88	132.19	275.63	9.07	347.78
95th-Percentile Queue Length [veh/ln]	0.85	7.63	7.61	0.59	8.91	8.55	9.06	18.50	0.65	22.99
95th-Percentile Queue Length [ft/ln]	21.23	190.72	190.25	14.87	222.79	213.78	226.48	462.59	16.33	574.78

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Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	10.15	8.43	8.43	8.31	9.28	9.34	49.92	285.06	285.06	41.33	959.80	959.80
Movement LOS	B	A	A	A	A	A	D	F	F	D	F	F
d_A, Approach Delay [s/veh]	8.56			9.24			161.11			866.30		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	85.99											
Intersection LOS	F											
Intersection V/C	0.590											

Emissions

Vehicle Miles Traveled [mph]	4.94	29.04	28.94	2.72	24.53	23.15	17.99	16.14	0.73	6.44
Stops [stops/h]	16.98	152.95	152.46	11.90	186.45	176.95	190.36	396.91	13.06	500.80
Fuel consumption [US gal/h]	0.46	2.83	2.82	0.28	3.02	2.87	3.86	13.47	0.23	31.50
CO [g/h]	32.03	197.65	197.01	19.28	211.37	200.52	270.12	941.60	15.79	2201.93
NOx [g/h]	6.23	38.46	38.33	3.75	41.12	39.01	52.56	183.20	3.07	428.41
VOC [g/h]	7.42	45.81	45.66	4.47	48.99	46.47	62.60	218.22	3.66	510.32

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.708	2.858	2.281	2.113
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	830	830	590	390
d_b, Bicycle Delay [s]	17.11	17.11	24.85	32.40
l_b,int, Bicycle LOS Score for Intersection	2.380	2.446	2.198	1.835
Bicycle LOS	B	B	B	A

Sequence

Ring 1	2	1	-	4	3	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	5	-	8	7	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Intersection Level Of Service Report
Intersection 15: US 395/Main St

Control Type:	Signalized	Delay (sec / veh):	12.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.427

Intersection Setup

Name	US 395			US 395			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75.00	100.00	100.00	75.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US 395			US 395			Main St			Main St		
Base Volume Input [veh/h]	18	823	22	68	767	29	46	60	22	15	73	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	6.00	5.00	2.00	8.00	4.00	0.00	5.00	5.00	7.00	3.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	823	22	68	767	29	46	60	22	15	73	51
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	226	6	19	211	8	13	16	6	4	20	14
Total Analysis Volume [veh/h]	20	904	24	75	843	32	51	66	24	16	80	56
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow	Yes			Yes								
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	25.0	50.0	0.0	25.0	50.0	0.0	0.0	40.0	0.0	0.0	40.0	0.0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	15.0	0.0	0.0	13.0	0.0	0.0	18.0	0.0	0.0	17.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15.0	50.0	0.0	15.0	50.0	0.0	0.0	35.0	0.0	0.0	35.0	0.0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	5.0	10.0	0.0	5.0	10.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	Yes		No	Yes			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	75.4	70.5	70.5	75.4	70.5	70.5	12.6	12.6
g / C, Green / Cycle	0.75	0.71	0.71	0.75	0.71	0.71	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.03	0.28	0.28	0.11	0.27	0.27	0.09	0.09
s, saturation flow rate [veh/h]	710	1667	1652	670	1639	1618	1411	1620
c, Capacity [veh/h]	538	1175	1165	509	1156	1141	226	243
d1, Uniform Delay [s]	5.27	6.04	6.04	5.70	5.95	5.95	42.34	42.19
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.13	1.00	1.01	0.61	0.96	0.97	2.79	2.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.40	0.40	0.15	0.38	0.38	0.62	0.62
d, Delay for Lane Group [s/veh]	5.40	7.04	7.05	6.31	6.90	6.91	45.13	44.80
Lane Group LOS	A	A	A	A	A	A	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.08	3.76	3.73	0.32	3.50	3.46	3.57	3.80
50th-Percentile Queue Length [ft/ln]	1.98	94.06	93.28	7.99	87.56	86.54	89.17	95.07
95th-Percentile Queue Length [veh/ln]	0.14	6.77	6.72	0.58	6.30	6.23	6.42	6.84
95th-Percentile Queue Length [ft/ln]	3.57	169.30	167.90	14.38	157.61	155.77	160.50	171.12

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Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	5.40	7.04	7.05	6.31	6.91	6.91	45.13	45.13	45.13	44.80	44.80	44.80
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	7.01			6.86			45.13			44.80		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	12.02											
Intersection LOS	B											
Intersection V/C	0.427											

Emissions

Vehicle Miles Traveled [mph]	1.36	31.72	31.43	4.75	27.87	27.52	3.35	3.61
Stops [stops/h]	2.86	135.44	134.32	11.51	126.09	124.62	128.40	136.89
Fuel consumption [US gal/h]	0.09	2.72	2.70	0.36	2.46	2.43	1.94	2.07
CO [g/h]	6.56	190.28	188.65	24.84	172.14	170.06	135.46	144.92
NOx [g/h]	1.28	37.02	36.70	4.83	33.49	33.09	26.36	28.20
VOC [g/h]	1.52	44.10	43.72	5.76	39.90	39.41	31.40	33.59

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.686	2.761	1.858	1.948
Crosswalk LOS	B	C	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	910	910	610	610
d_b, Bicycle Delay [s]	14.85	14.85	24.15	24.15
l_b,int, Bicycle LOS Score for Intersection	2.342	2.343	1.792	1.810
Bicycle LOS	B	B	A	A

Sequence

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



Generated with PTV VISTRO
Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 16: 7th St/E Main St

Control Type:	Two-way stop	Delay (sec / veh):	16.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.250

Intersection Setup

Name	7th St				7th St				E Main St			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right2	Left2	Left	Thru	Right	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00				25.00				25.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				No				No			

Volumes

Name	7th St				7th St				E Main St			
Base Volume Input [veh/h]	8	8	11	5	8	9	9	12	19	125	124	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	8	11	5	8	9	9	12	19	125	124	17
Peak Hour Factor	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	3	4	2	3	3	3	4	6	42	42	6
Total Analysis Volume [veh/h]	11	11	15	7	11	12	12	16	26	169	168	23
Pedestrian Volume [ped/h]	0				0				0			

Generated with PTV VISTRO

Version 2026 (SP 0-4)

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.02	0.01	0.03	0.03	0.03	0.02	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.76	15.61	11.65	11.41	14.48	14.42	14.72	9.99	7.64	0.00	0.00	0.00
Movement LOS	C	C	B	B	B	B	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.31	0.31	0.31	0.31	0.34	0.34	0.34	0.34	0.05	0.05	0.05	0.05
95th-Percentile Queue Length [ft/ln]	7.87	7.87	7.87	7.87	8.57	8.57	8.57	8.57	1.22	1.22	1.22	1.22
d_A, Approach Delay [s/veh]	13.63				13.11				0.51			
Approach LOS	B				B				A			
d_I, Intersection Delay [s/veh]	4.36											
Intersection LOS	C											

Generated with PTV VISTRO
Version 2026 (SP 0-4)

Intersection Setup

Name	Diagonal Blvd				E Main St			
Approach	Westbound				Northwestbound			
Lane Configuration								
Turning Movement	Left2	Left	Thru	Right	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00				25.00			
Grade [%]	0.00				0.00			
Crosswalk	No				No			

Volumes

Name	Diagonal Blvd				E Main St			
Base Volume Input [veh/h]	0	3	125	18	3	81	6	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	0.00	0.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	125	18	3	81	6	0
Peak Hour Factor	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	42	6	1	27	2	0
Total Analysis Volume [veh/h]	0	4	169	24	4	109	8	0
Pedestrian Volume [ped/h]	0				0			

Generated with PTV VISTRO
Version 2026 (SP 0-4)

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.25	0.02	0.00
d_M, Delay for Movement [s/veh]	8.01	8.01	0.00	0.00	16.39	16.39	16.09	12.78
Movement LOS	A	A	A	A	C	C	C	B
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.01	1.12	1.12	1.12	1.12
95th-Percentile Queue Length [ft/ln]	0.17	0.17	0.17	0.17	27.94	27.94	27.94	27.94
d_A, Approach Delay [s/veh]	0.16				16.37			
Approach LOS	A				C			
d_I, Intersection Delay [s/veh]	4.36							
Intersection LOS	C							

Generated with PTV VISTRO
Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 17: NE 10th St/Diagonal Rd

Control Type:	All-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.399

Intersection Setup

Name	NE 10th St			NE 10th St			Diagonal Rd			Diagonal Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	NE 10th St			NE 10th St			Diagonal Rd			Diagonal Rd		
Base Volume Input [veh/h]	68	151	40	5	147	26	13	38	14	65	103	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	5.00	20.00	6.00	0.00	0.00	0.00	7.00	8.00	3.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	151	40	5	147	26	13	38	14	65	103	3
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	42	11	1	41	7	4	11	4	18	29	1
Total Analysis Volume [veh/h]	76	170	45	6	165	29	15	43	16	73	116	3
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	730	709	662	663
Degree of Utilization, x	0.40	0.28	0.11	0.29

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.92	1.16	0.38	1.20
95th-Percentile Queue Length [ft]	48.11	28.95	9.38	29.96
Approach Delay [s/veh]	11.18	10.06	9.12	10.63
Approach LOS	B	B	A	B
Intersection Delay [s/veh]	10.54			
Intersection LOS	B			

Generated with PTV VISTRO
Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 18: OR 207/W Orchard Ave

Control Type:	Signalized	Delay (sec / veh):	15.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.732

Intersection Setup

Name	OR 207			OR 207			W Orchard Ave			W Orchard Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	OR 207			OR 207			W Orchard Ave			W Orchard Ave		
Base Volume Input [veh/h]	11	567	68	60	484	45	48	36	7	69	67	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	5.00	14.00	2.00	6.00	0.00	7.00	3.00	0.00	0.00	5.00	6.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	567	68	60	484	45	48	36	7	69	67	72
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	149	18	16	127	12	13	9	2	18	18	19
Total Analysis Volume [veh/h]	12	597	72	63	509	47	51	38	7	73	71	76
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Generated with PTV VISTRO
Version 2026 (SP 0-4)

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow	Yes			Yes								
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	20.0	50.0	0.0	30.0	50.0	0.0	0.0	30.0	0.0	0.0	30.0	0.0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Walk [s]	0.0	7.0	0.0	0.0	7.0	0.0	0.0	7.0	0.0	0.0	7.0	0.0
Pedestrian Clearance [s]	0.0	14.0	0.0	0.0	14.0	0.0	0.0	15.0	0.0	0.0	16.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9.0	14.0	0.0	9.0	14.0	0.0	0.0	14.0	0.0	0.0	14.0	0.0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6.0	10.0	0.0	6.0	10.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	Yes		No	Yes			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	C	C
C, Calculated Cycle Length [s]	47	47	47	47	47	47
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	25.5	21.7	25.5	18.5	9.3	9.3
g / C, Green / Cycle	0.55	0.46	0.55	0.40	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.01	0.41	0.09	0.34	0.05	0.13
s, saturation flow rate [veh/h]	1086	1650	900	1643	1513	1495
c, Capacity [veh/h]	477	763	362	650	418	399
d1, Uniform Delay [s]	11.47	11.39	13.93	12.92	15.96	17.55
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.02	3.43	0.23	3.36	0.28	1.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.88	0.17	0.86	0.23	0.55
d, Delay for Lane Group [s/veh]	11.49	14.82	14.16	16.28	16.23	18.73
Lane Group LOS	B	B	B	B	B	B
Critical Lane Group	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.03	5.35	0.16	4.79	0.82	2.13
50th-Percentile Queue Length [ft/ln]	0.69	133.87	3.95	119.76	20.58	53.21
95th-Percentile Queue Length [veh/ln]	0.05	9.15	0.28	8.38	1.48	3.83
95th-Percentile Queue Length [ft/ln]	1.25	228.74	7.10	209.49	37.04	95.78

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Version 2026 (SP 0-4)

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.49	14.82	14.82	14.16	16.28	16.28	16.23	16.23	16.23	18.73	18.73	18.73
Movement LOS	B	B	B	B	B	B	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	14.76			16.07			16.23			18.73		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	15.89											
Intersection LOS	B											
Intersection V/C	0.732											

Emissions

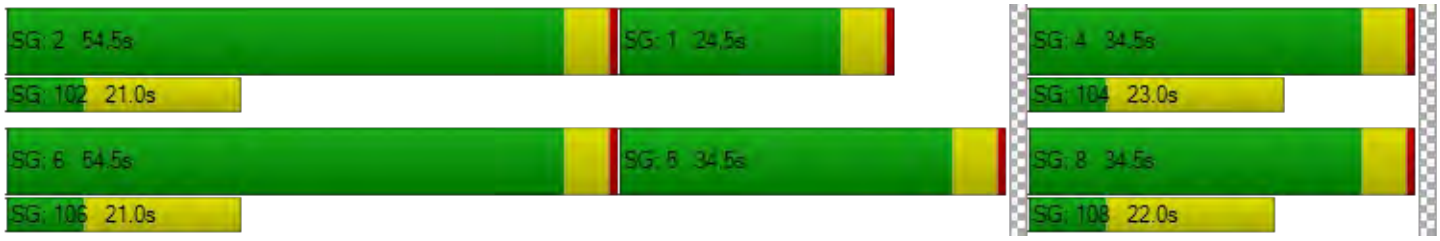
Vehicle Miles Traveled [mph]	0.72	40.18	2.78	24.58	4.36	8.33
Stops [stops/h]	2.13	411.51	12.13	368.14	63.25	163.58
Fuel consumption [US gal/h]	0.07	5.95	0.36	4.89	0.76	1.84
CO [g/h]	4.86	415.61	25.39	341.70	52.84	128.67
NOx [g/h]	0.94	80.86	4.94	66.48	10.28	25.04
VOC [g/h]	1.13	96.32	5.88	79.19	12.25	29.82

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	13.71	13.71	13.71	13.71
l_p,int, Pedestrian LOS Score for Intersectio	2.419	2.412	1.782	1.912
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2135	2135	1281	1281
d_b, Bicycle Delay [s]	0.11	0.11	3.03	3.03
l_b,int, Bicycle LOS Score for Intersection	2.683	2.581	1.718	1.923
Bicycle LOS	B	B	A	A

Sequence

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



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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 19: S 1st St/W Orchard Ave

Control Type:	Two-way stop	Delay (sec / veh):	105.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.841

Intersection Setup

Name	S 1st St			S 1st St			W Orchard Ave			W Orchard Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S 1st St			S 1st St			W Orchard Ave			W Orchard Ave		
Base Volume Input [veh/h]	22	0	203	87	0	30	27	247	42	66	213	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	0.00	2.00	4.00	0.00	3.00	0.00	1.00	10.00	2.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	0	203	87	0	30	27	247	42	66	213	22
Peak Hour Factor	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	63	27	0	9	8	77	13	21	67	7
Total Analysis Volume [veh/h]	28	0	254	109	0	38	34	309	53	83	266	28
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.00	0.36	0.84	0.00	0.05	0.03	0.00	0.00	0.07	0.00	0.00
d_M, Delay for Movement [s/veh]	23.54	21.13	12.93	105.15	91.39	82.12	7.86	0.00	0.00	8.11	0.00	0.00
Movement LOS	C	C	B	F	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.43	0.43	1.64	6.39	6.39	6.39	0.06	0.06	0.06	0.15	0.15	0.15
95th-Percentile Queue Length [ft/ln]	10.63	10.63	40.92	159.80	159.80	159.80	1.49	1.49	1.49	3.70	3.70	3.70
d_A, Approach Delay [s/veh]	13.98			99.20			0.67			1.79		
Approach LOS	B			F			A			A		
d_I, Intersection Delay [s/veh]	16.19											
Intersection LOS	F											

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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 20: US 395/Orchard Ave

Control Type:	Signalized	Delay (sec / veh):	17.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.457

Intersection Setup

Name	US 395			US 395			W Orchard Ave			Orchard Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	75.00	100.00	100.00	100.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US 395			US 395			W Orchard Ave			Orchard Ave		
Base Volume Input [veh/h]	61	683	12	27	651	117	131	145	64	12	93	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	8.00	0.00	4.00	10.00	1.00	1.00	0.00	3.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	683	12	27	651	117	131	145	64	12	93	21
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	184	3	7	175	31	35	39	17	3	25	6
Total Analysis Volume [veh/h]	66	734	13	29	700	126	141	156	69	13	100	23
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow	Yes			Yes			No			No		
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	25.0	50.0	0.0	25.0	50.0	0.0	0.0	40.0	0.0	0.0	40.0	0.0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	19.0	0.0	0.0	18.0	0.0	0.0	21.0	0.0	0.0	22.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15.0	50.0	0.0	15.0	50.0	0.0	0.0	35.0	0.0	0.0	35.0	0.0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	5.0	10.0	0.0	5.0	10.0	0.0	0.0	7.0	0.0	0.0	7.0	0.0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	Yes		No	Yes			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	67.8	63.0	63.0	67.8	63.0	63.0	20.2	20.2	20.2	20.2
g / C, Green / Cycle	0.68	0.63	0.63	0.68	0.63	0.63	0.20	0.20	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.09	0.23	0.23	0.04	0.26	0.26	0.11	0.14	0.02	0.07
s, saturation flow rate [veh/h]	743	1639	1629	766	1612	1527	1278	1660	1174	1694
c, Capacity [veh/h]	487	1033	1027	514	1015	962	251	336	163	343
d1, Uniform Delay [s]	9.34	8.87	8.87	8.16	9.29	9.29	41.56	36.79	43.03	34.29
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.58	0.99	0.99	0.21	1.26	1.34	1.97	2.31	0.21	0.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.14	0.36	0.36	0.06	0.42	0.42	0.56	0.67	0.08	0.36
d, Delay for Lane Group [s/veh]	9.92	9.86	9.86	8.37	10.55	10.62	43.53	39.10	43.24	34.93
Lane Group LOS	A	A	A	A	B	B	D	D	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.43	3.87	3.85	0.18	4.61	4.39	3.47	5.23	0.31	2.65
50th-Percentile Queue Length [ft/ln]	10.72	96.82	96.30	4.51	115.23	109.77	86.65	130.77	7.78	66.15
95th-Percentile Queue Length [veh/ln]	0.77	6.97	6.93	0.32	8.13	7.83	6.24	8.98	0.56	4.76
95th-Percentile Queue Length [ft/ln]	19.30	174.28	173.33	8.12	203.25	195.68	155.97	224.55	14.01	119.07

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Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	9.92	9.86	9.86	8.37	10.58	10.62	43.53	39.10	39.10	43.24	34.93	34.93
Movement LOS	A	A	A	A	B	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	9.87			10.51			40.81			35.72		
Approach LOS	A			B			D			D		
d_I, Intersection Delay [s/veh]	16.96											
Intersection LOS	B											
Intersection V/C	0.457											

Emissions

Vehicle Miles Traveled [mph]	3.13	17.76	17.65	1.97	28.85	27.36	5.60	8.94	0.70	6.61
Stops [stops/h]	15.44	139.43	138.67	6.50	165.93	158.07	124.78	188.31	11.21	95.26
Fuel consumption [US gal/h]	0.35	2.25	2.24	0.17	3.01	2.87	2.17	3.20	0.19	1.54
CO [g/h]	24.28	157.48	156.61	11.64	210.73	200.54	151.61	223.58	13.20	107.41
NOx [g/h]	4.72	30.64	30.47	2.26	41.00	39.02	29.50	43.50	2.57	20.90
VOC [g/h]	5.63	36.50	36.30	2.70	48.84	46.48	35.14	51.82	3.06	24.89

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.636	2.849	2.247	2.075
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	910	910	610	610
d_b, Bicycle Delay [s]	14.85	14.85	24.15	24.15
l_b,int, Bicycle LOS Score for Intersection	2.230	2.265	2.164	1.784
Bicycle LOS	B	B	B	A

Sequence

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



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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 22: SW 7th St/W Highland Ave

Control Type:	All-way stop	Delay (sec / veh):	15.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.631

Intersection Setup

Name	SW 7th St			SW 7th St			W Highland Ave			W Highland Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW 7th St			SW 7th St			W Highland Ave			W Highland Ave		
Base Volume Input [veh/h]	21	67	43	43	56	47	42	261	7	17	268	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.00	0.00	2.00	2.00	0.00	2.00	5.00	5.00	0.00	0.00	3.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	67	43	43	56	47	42	261	7	17	268	61
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	20	13	13	16	14	12	77	2	5	79	18
Total Analysis Volume [veh/h]	25	79	51	51	66	55	49	307	8	20	315	72
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	564	566	622	645
Degree of Utilization, x	0.27	0.30	0.59	0.63

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.11	1.28	3.79	4.46
95th-Percentile Queue Length [ft]	27.82	31.92	94.78	111.54
Approach Delay [s/veh]	11.78	12.12	16.64	17.63
Approach LOS	B	B	C	C
Intersection Delay [s/veh]	15.61			
Intersection LOS	C			

Generated with PTV VISTRO
Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 23: S 1st St/Highland Ave

Control Type:	All-way stop	Delay (sec / veh):	19.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.756

Intersection Setup

Name	S 1st St			S 1st St			Highland Ave			Highland Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	175.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S 1st St			S 1st St			Highland Ave			Highland Ave		
Base Volume Input [veh/h]	70	65	68	46	72	79	18	326	21	49	357	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	5.00	2.00	0.00	0.00	6.00	1.00	0.00	2.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	65	68	46	72	79	18	326	21	49	357	38
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	17	18	12	19	21	5	86	6	13	94	10
Total Analysis Volume [veh/h]	74	68	72	48	76	83	19	343	22	52	376	40
Pedestrian Volume [ped/h]	0			0			0			0		

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Version 2026 (SP 0-4)

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	448	498	446	502	493	540	505	551
Degree of Utilization, x	0.17	0.28	0.11	0.32	0.04	0.68	0.10	0.76

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.59	1.14	0.36	1.35	0.12	5.08	0.34	6.65
95th-Percentile Queue Length [ft]	14.65	28.61	8.98	33.64	3.00	127.04	8.56	166.33
Approach Delay [s/veh]	12.59		12.82		21.58		24.93	
Approach LOS	B		B		C		C	
Intersection Delay [s/veh]	19.88							
Intersection LOS	C							

Generated with PTV VISTRO
Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 25: SE 4th St/ Highland Drive

Control Type:	All-way stop	Delay (sec / veh):	14.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.570

Intersection Setup

Name	SE 4th St			SE 4th St			Highland Ave			Highland Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SE 4th St			SE 4th St			Highland Ave			Highland Ave		
Base Volume Input [veh/h]	14	232	84	27	184	50	56	160	13	44	113	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	1.00	12.00	2.00	4.00	5.00	5.00	0.00	0.00	6.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	232	84	27	184	50	56	160	13	44	113	36
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	62	22	7	49	13	15	43	3	12	30	10
Total Analysis Volume [veh/h]	15	247	89	29	196	53	60	170	14	47	120	38
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	616	595	565	563
Degree of Utilization, x	0.57	0.47	0.43	0.36

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.59	2.48	2.17	1.66
95th-Percentile Queue Length [ft]	89.63	61.89	54.19	41.47
Approach Delay [s/veh]	16.30	14.24	14.15	13.02
Approach LOS	C	B	B	B
Intersection Delay [s/veh]	14.66			
Intersection LOS	B			

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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 26: US 395/SE 4th St

Control Type:	Signalized	Delay (sec / veh):	16.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.379

Intersection Setup

Name	SE 4th St			SE 4th St			US 395			US 395		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	850.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SE 4th St			SE 4th St			US 395			US 395		
Base Volume Input [veh/h]	48	80	43	105	90	4	20	433	40	44	392	87
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	1.00	0.00	1.00	0.00	0.00	0.00	11.00	0.00	7.00	6.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	80	43	105	90	4	20	433	40	44	392	87
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	23	12	30	26	1	6	124	11	13	113	25
Total Analysis Volume [veh/h]	55	92	49	121	103	5	23	498	46	51	451	100
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Version 2026 (SP 0-4)

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	40.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Flashing Yellow Arrow							Yes			Yes		
Signal Group	0	8	0	0	4	0	1	6	0	5	2	0
Auxiliary Signal Groups												
Maximum Green [s]	0.0	35.0	0.0	0.0	35.0	0.0	15.0	55.0	0.0	15.0	55.0	0.0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	28.0	0.0	0.0	33.0	0.0	0.0	19.0	0.0	0.0	16.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0.0	35.0	0.0	0.0	35.0	0.0	15.0	50.0	0.0	15.0	50.0	0.0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	0.0	8.0	0.0	0.0	8.0	0.0	5.0	10.0	0.0	5.0	10.0	0.0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	R	L	C	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	20.7	20.7	67.3	62.9	62.9	67.3	62.9	62.9
g / C, Green / Cycle	0.21	0.21	0.67	0.63	0.63	0.67	0.63	0.63
(v / s)_i Volume / Saturation Flow Rate	0.13	0.16	0.02	0.16	0.03	0.06	0.17	0.17
s, saturation flow rate [veh/h]	1496	1280	922	3042	1488	876	1667	1564
c, Capacity [veh/h]	356	321	625	1914	936	601	1049	984
d1, Uniform Delay [s]	35.84	38.72	7.03	8.22	7.10	7.03	8.28	8.30
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.32	2.96	0.11	0.33	0.10	0.28	0.63	0.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.71	0.04	0.26	0.05	0.08	0.27	0.27
d, Delay for Lane Group [s/veh]	37.17	41.68	7.14	8.55	7.20	7.31	8.92	8.98
Lane Group LOS	D	D	A	A	A	A	A	A
Critical Lane Group	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.48	5.71	0.14	2.23	0.37	0.32	2.71	2.59
50th-Percentile Queue Length [ft/ln]	111.98	142.80	3.40	55.72	9.18	8.06	67.83	64.63
95th-Percentile Queue Length [veh/ln]	7.95	9.63	0.24	4.01	0.66	0.58	4.88	4.65
95th-Percentile Queue Length [ft/ln]	198.75	240.79	6.12	100.30	16.52	14.51	122.10	116.34

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Version 2026 (SP 0-4)

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	37.17	37.17	37.17	41.68	41.68	41.68	7.14	8.55	7.20	7.31	8.94	8.98
Movement LOS	D	D	D	D	D	D	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	37.17			41.68			8.39			8.81		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	16.87											
Intersection LOS	B											
Intersection V/C	0.379											

Emissions

Vehicle Miles Traveled [mph]	7.40	9.00	3.55	76.84	7.10	3.11	17.25	16.33
Stops [stops/h]	161.25	205.63	4.90	160.48	13.22	11.61	97.68	93.07
Fuel consumption [US gal/h]	2.43	3.14	0.21	5.00	0.44	0.27	1.76	1.68
CO [g/h]	170.11	219.18	14.37	349.69	30.57	18.73	123.25	117.16
NOx [g/h]	33.10	42.64	2.79	68.04	5.95	3.64	23.98	22.80
VOC [g/h]	39.42	50.80	3.33	81.04	7.08	4.34	28.56	27.15

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	1.949	1.932	2.742	2.726
Crosswalk LOS	A	A	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	610	610	910	910
d_b, Bicycle Delay [s]	24.15	24.15	14.85	14.85
l_b,int, Bicycle LOS Score for Intersection	1.883	1.937	2.027	2.056
Bicycle LOS	A	A	B	B

Sequence

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



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Intersection Level Of Service Report
Intersection 27: Port Dr/US 395

Control Type:	Two-way stop	Delay (sec / veh):	24.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.176

Intersection Setup

Name	US 395			US 395			Port Dr			Port Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	US 395			US 395			Port Dr			Port Dr		
Base Volume Input [veh/h]	0	741	63	45	506	3	3	1	1	39	0	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	5.00	3.00	14.00	16.00	0.00	0.00	0.00	0.00	21.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	741	63	45	506	3	3	1	1	39	0	55
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	195	17	12	133	1	1	0	0	10	0	14
Total Analysis Volume [veh/h]	0	780	66	47	533	3	3	1	1	41	0	58
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.07	0.01	0.00	0.01	0.00	0.00	0.18	0.00	0.09
d_M, Delay for Movement [s/veh]	8.45	0.00	0.00	10.39	0.00	0.00	17.99	21.03	10.09	24.06	22.77	14.46
Movement LOS	A	A	A	B	A	A	C	C	B	C	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.21	0.00	0.00	0.05	0.05	0.05	1.08	1.08	1.08
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	5.27	0.00	0.00	1.25	1.25	1.25	26.93	26.93	26.93
d_A, Approach Delay [s/veh]	0.00			0.84			17.02			18.44		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	1.56											
Intersection LOS	C											

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Intersection Level Of Service Report
Intersection 28: Airport Rd/US 395

Control Type:	Two-way stop	Delay (sec / veh):	20.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	US 395			US 395			Airport Rd			Airport Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	175.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			55.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	US 395			US 395			Airport Rd			Airport Rd		
Base Volume Input [veh/h]	3	569	10	28	448	42	63	1	7	10	3	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	67.00	3.00	5.00	100.00	14.00	0.00	6.00	20.00	37.00	10.00	56.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	569	10	28	448	42	63	1	7	10	3	37
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	155	3	8	122	11	17	0	2	3	1	10
Total Analysis Volume [veh/h]	3	618	11	30	487	46	68	1	8	11	3	40
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.03	0.00	0.00	0.20	0.00	0.01	0.04	0.01	0.07
d_M, Delay for Movement [s/veh]	8.70	0.00	0.00	9.00	0.00	0.00	18.73	20.56	13.18	18.80	18.41	12.17
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	B
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.10	0.00	0.00	0.83	0.83	0.83	0.13	0.27	0.27
95th-Percentile Queue Length [ft/ln]	0.23	0.00	0.00	2.50	0.00	0.00	20.67	20.67	20.67	3.15	6.79	6.79
d_A, Approach Delay [s/veh]	0.04			0.48			18.18			13.87		
Approach LOS	A			A			C			B		
d_I, Intersection Delay [s/veh]	1.84											
Intersection LOS	C											

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Intersection Level Of Service Report
Intersection 29: OR 207/Gettman Rd

Control Type:	Two-way stop	Delay (sec / veh):	17.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.104

Intersection Setup

Name	OR 207			OR 207			Lemmon Lane			Gettman Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			45.00			25.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	OR 207			OR 207			Lemmon Lane			Gettman Rd		
Base Volume Input [veh/h]	0	315	46	35	215	3	0	1	1	29	1	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	7.00	0.00	15.00	10.00	33.00	0.00	0.00	0.00	0.00	0.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	315	46	35	215	3	0	1	1	29	1	35
Peak Hour Factor	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	92	13	10	63	1	0	0	0	8	0	10
Total Analysis Volume [veh/h]	0	366	53	41	250	3	0	1	1	34	1	41
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.06
d_M, Delay for Movement [s/veh]	7.72	0.00	0.00	8.40	0.00	0.00	17.19	16.07	9.58	17.71	17.32	12.15
Movement LOS	A	A	A	A	A	A	C	C	A	C	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.07	0.07	0.07	0.01	0.01	0.01	0.61	0.61	0.61
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.75	1.75	1.75	0.33	0.33	0.33	15.18	15.18	15.18
d_A, Approach Delay [s/veh]	0.00			1.17			12.83			14.70		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.88											
Intersection LOS	C											

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Intersection Level Of Service Report
Intersection 30: Gettman Rd/1st St

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.174

Intersection Setup

Name	1st St		1st St		Gettman Rd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	1st St		1st St		Gettman Rd	
Base Volume Input [veh/h]	21	135	48	60	81	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	6.00	3.00	9.00	14.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	135	48	60	81	14
Peak Hour Factor	0.7400	0.7400	0.7400	0.7400	0.7400	0.7400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	46	16	20	27	5
Total Analysis Volume [veh/h]	28	182	65	81	109	19
Pedestrian Volume [ped/h]	0		0		0	

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Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.17	0.02
d_M, Delay for Movement [s/veh]	7.52	0.00	0.00	0.00	12.08	10.25
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.00	0.00	0.72	0.72
95th-Percentile Queue Length [ft/ln]	1.18	1.18	0.00	0.00	17.98	17.98
d_A, Approach Delay [s/veh]	1.00		0.00		11.81	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.56					
Intersection LOS	B					

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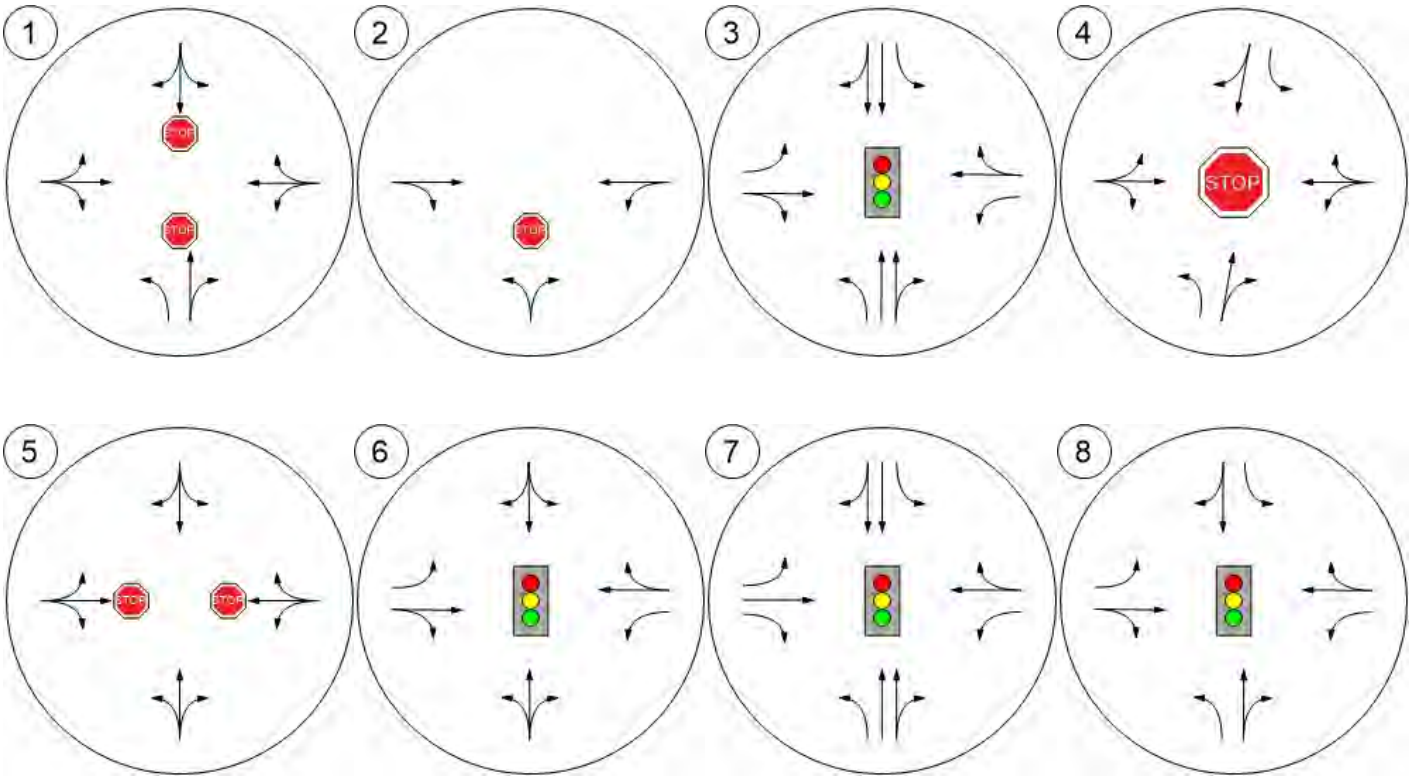
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Study Intersections



Lane Configuration and Traffic Control



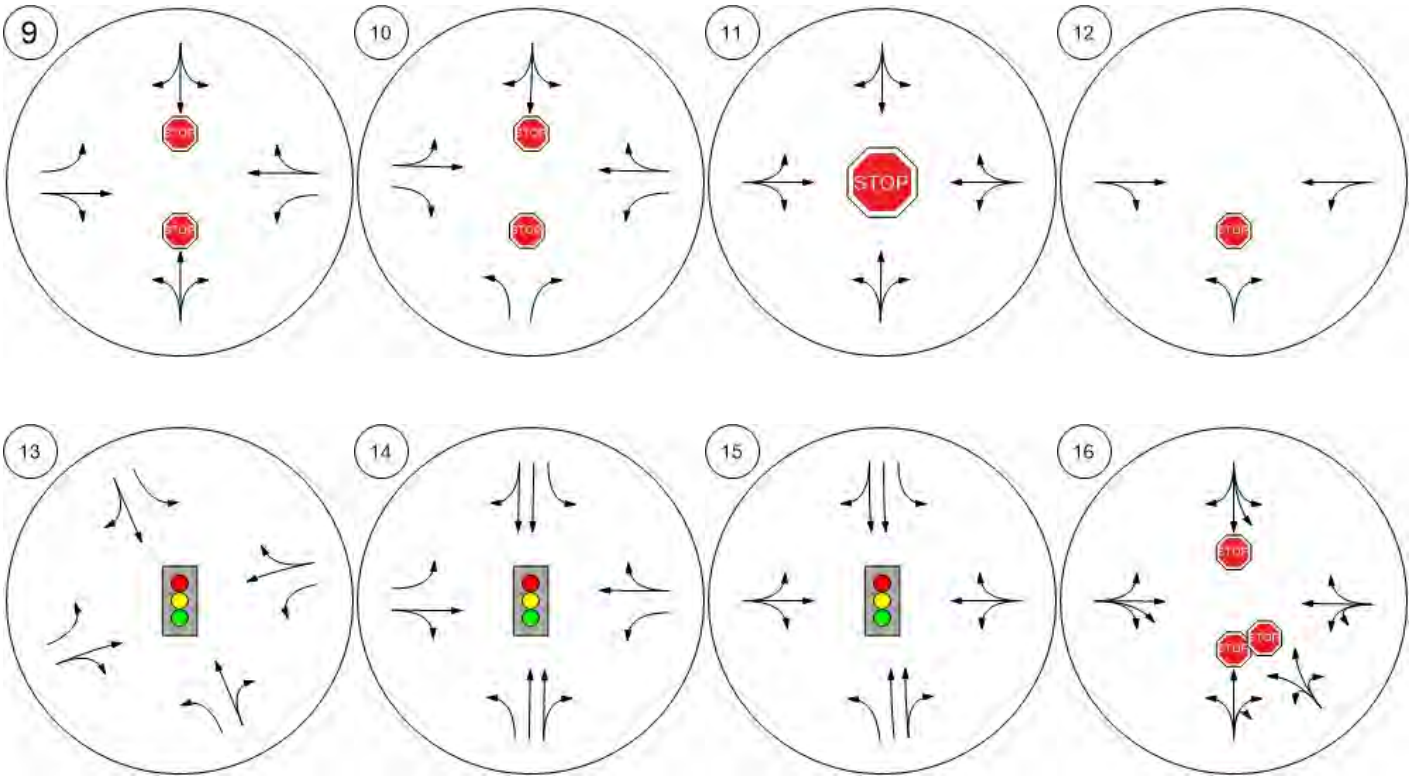


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Lane Configuration and Traffic Control



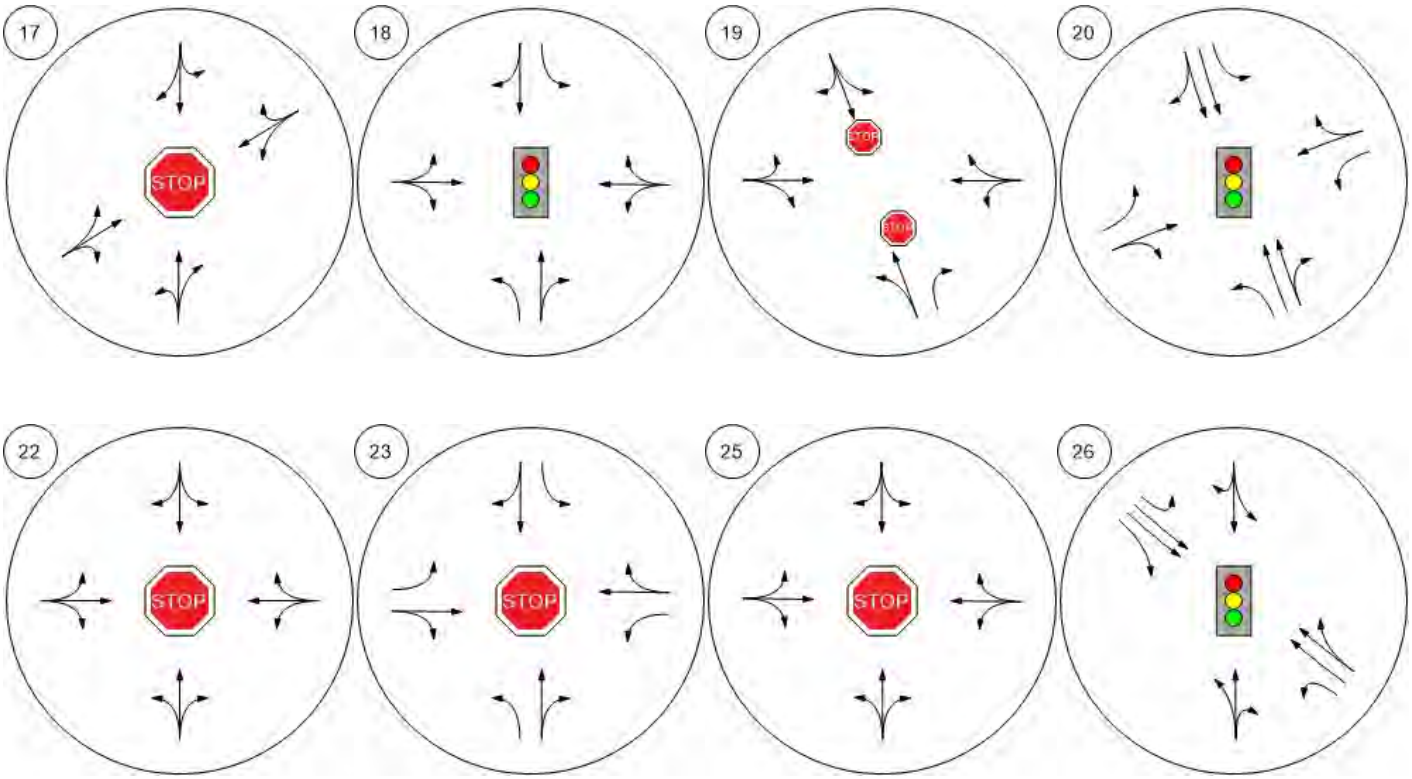


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Lane Configuration and Traffic Control



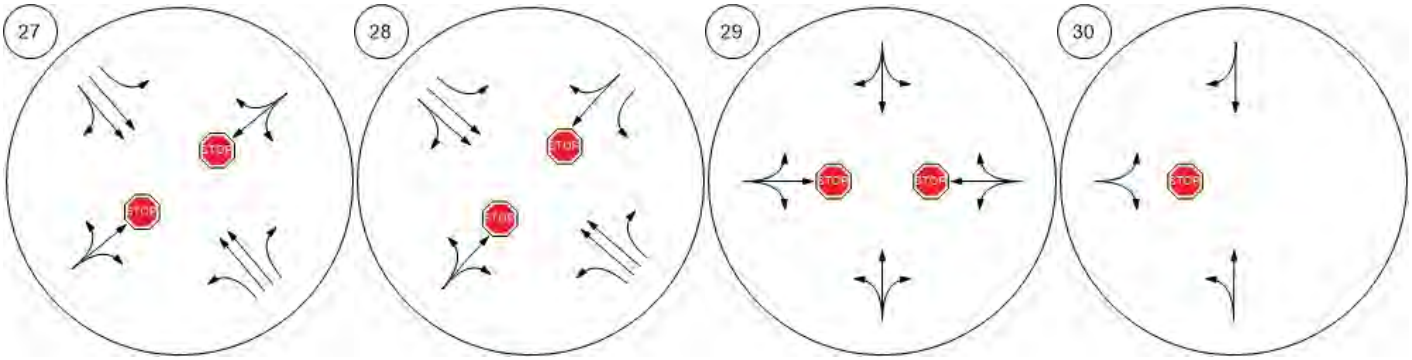


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Lane Configuration and Traffic Control



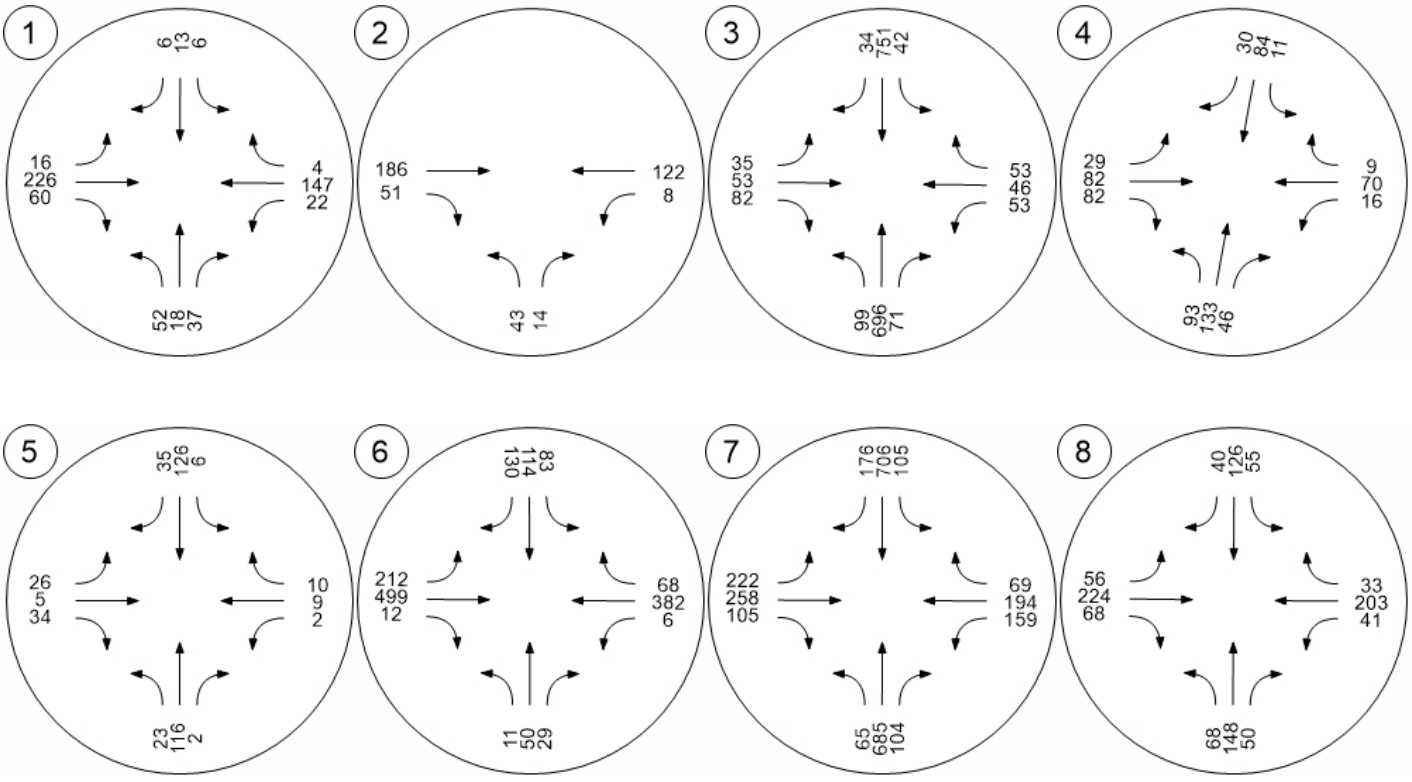


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Traffic Volume - Base Volume



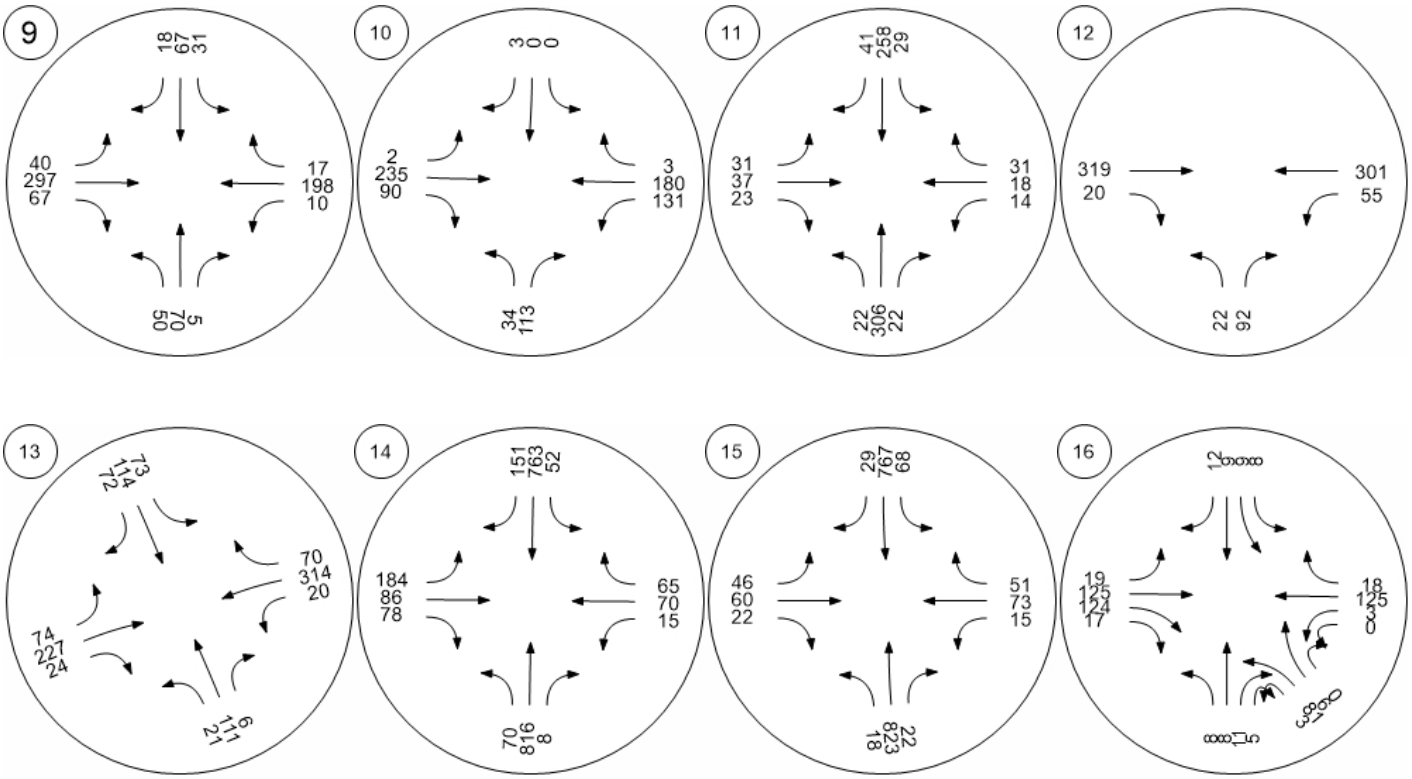


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Traffic Volume - Base Volume



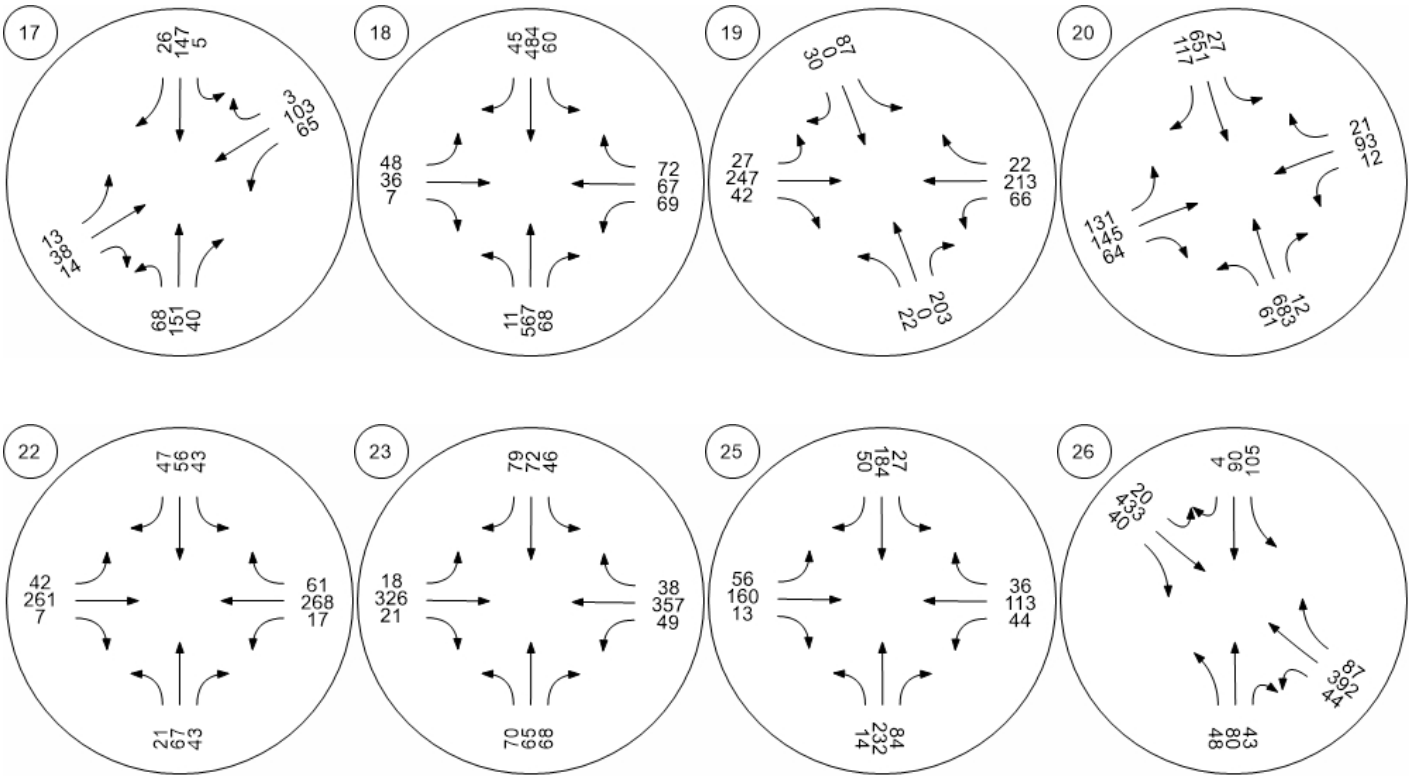


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Traffic Volume - Base Volume



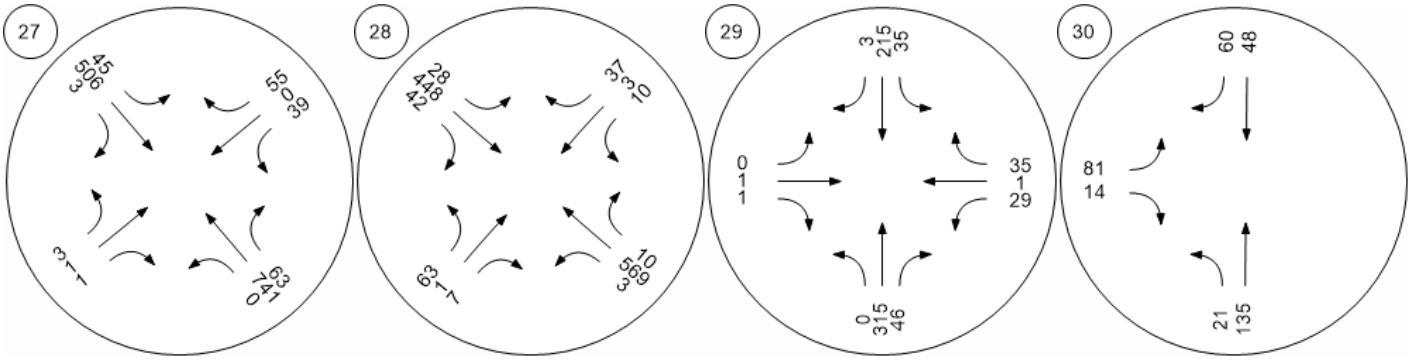


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Traffic Volume - Base Volume



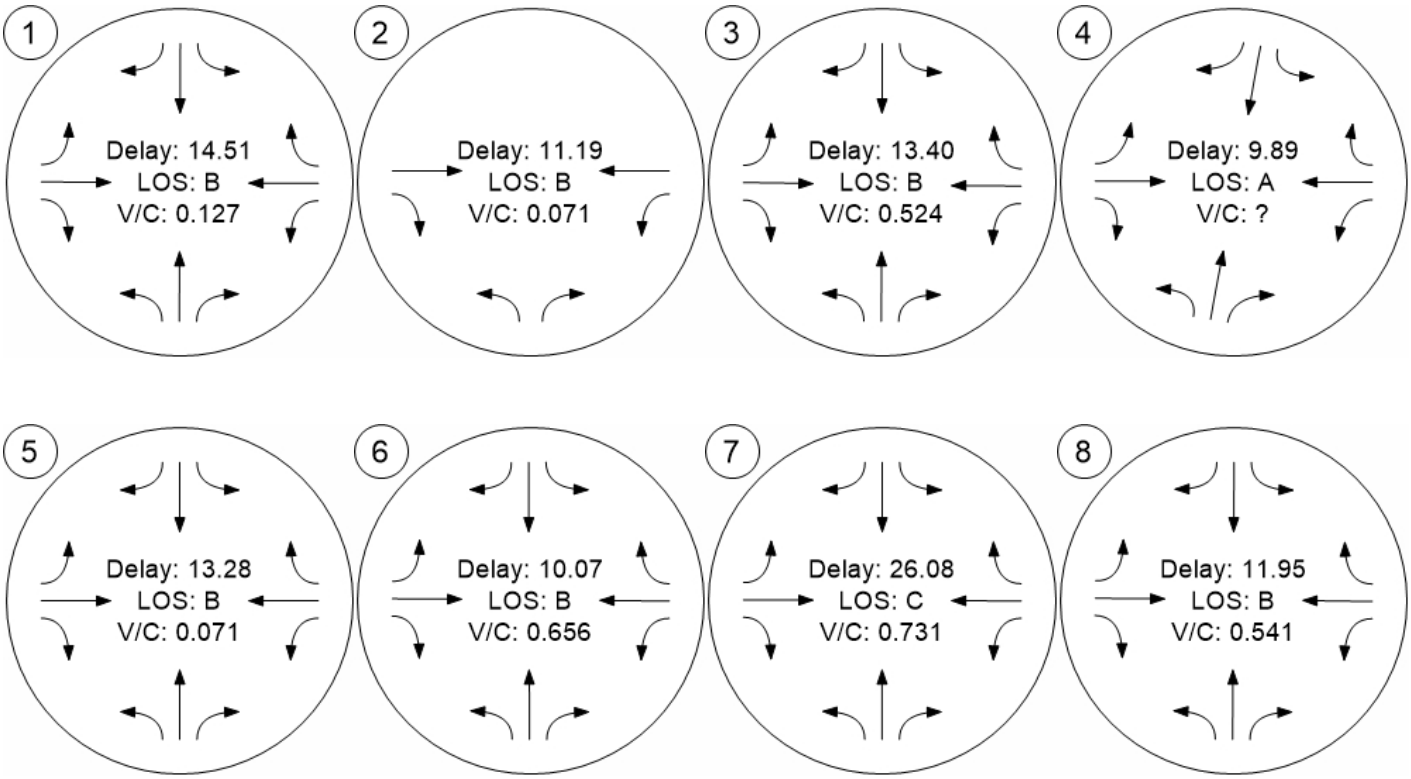


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Traffic Conditions



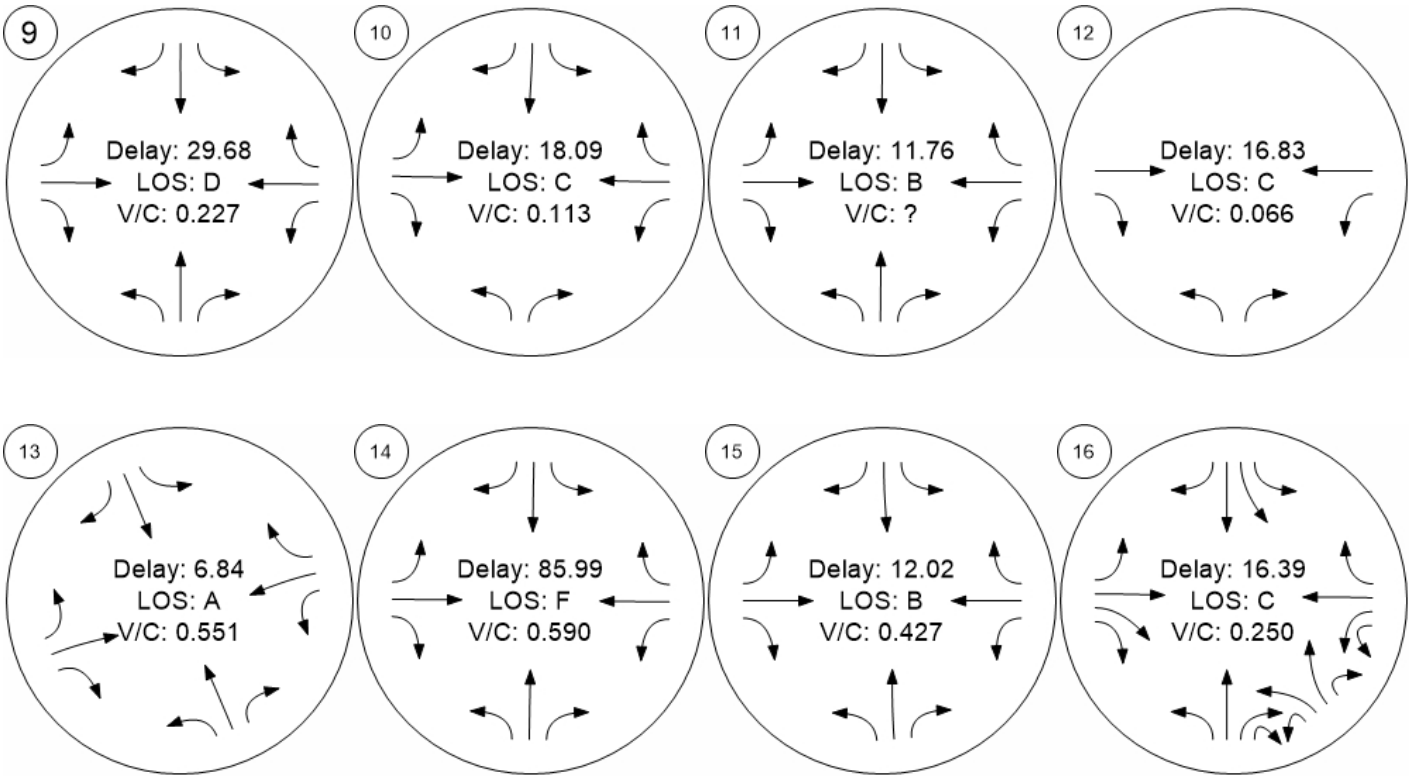


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Traffic Conditions



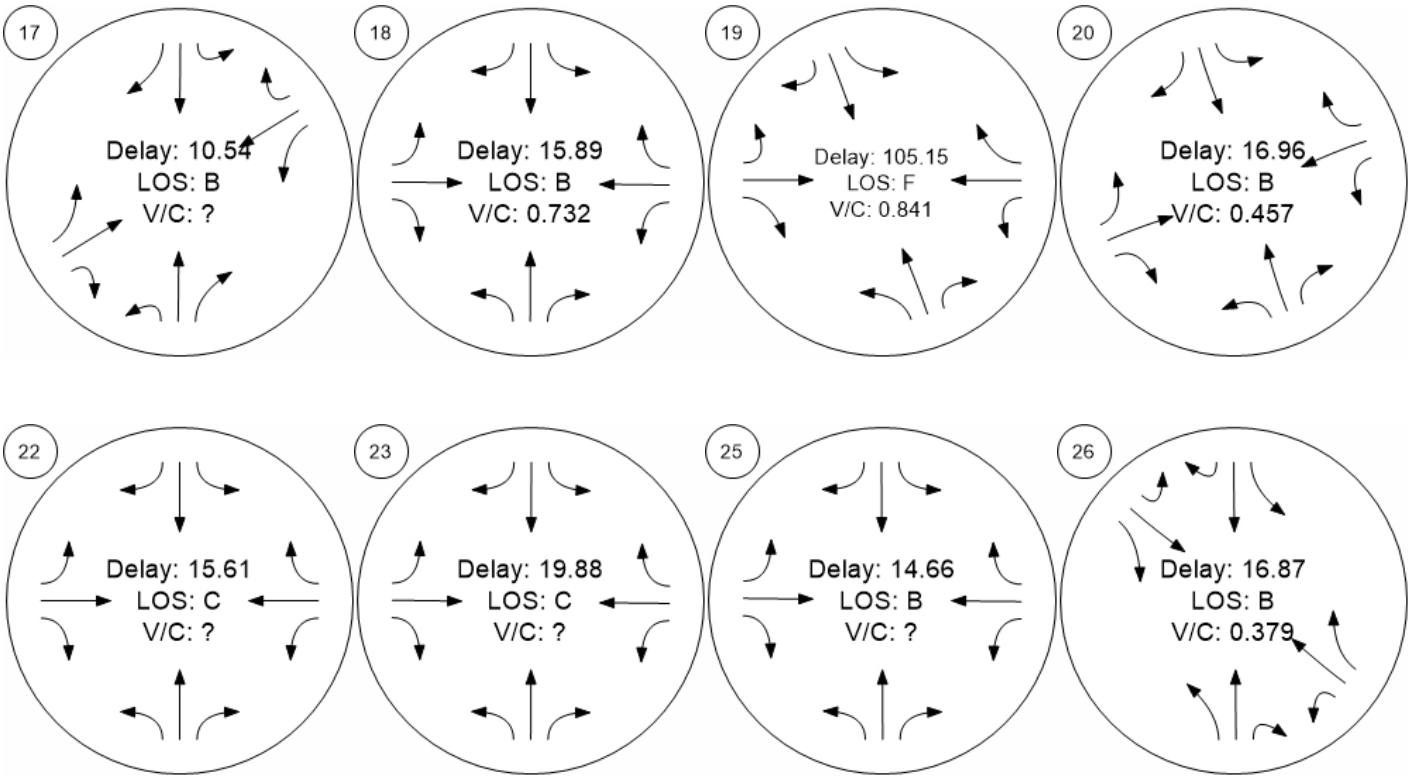


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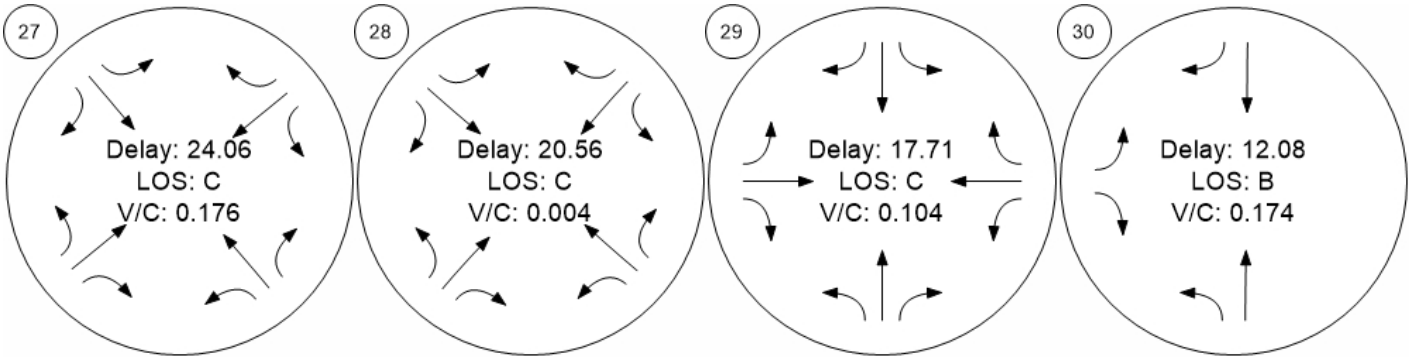
Traffic Conditions





Traffic Conditions





Intersection OR 207 & Highland Ave
Scenario Existing PM Synchro HCM 7

Analyst KAI
Date 3/4/2026

Intersection Type: 4-Leg

	Eastbound (EB)							Westbound (WB)							Northbound (NB)							Southbound (SB)						
	Left Turn		Through				Right	Left Turn		Through				Right	Left Turn		Through				Right	Left Turn		Through				Right
	Prot	+Perm	with Permitted or Protected Turns		Thru Only		Prot	Prot	+Perm	with Permitted or Protected Turns		Thru Only		Prot	Prot	+Perm	with Permitted or Protected Turns		Thru Only		Prot	Prot	+Perm	with Permitted or Protected Turns		Thru Only		Prot
Lane Groups	✓	✓	-	-	✓	-	-	✓	✓	-	-	✓	-	-	✓	✓	-	-	✓	-	-	✓	✓	-	-	-	✓	✓
Protected Left Turn Type	Lag							Lag							Lag							Lag						
Phase #	1	6			6			5	2			2			7	4			4			3	8			8	*8*	
Lane Group Volume (veh/h)	321				320			64				252			75				323			60				266	309	
Effective Green	5.3	9.5			11.7			3.1	11.7			9.5			3.7	0			12.6			2.8	12.6			11.7	17	
Adj Lane Group Volume (veh/h)	**288**	**33**			**320**			**29**	**35**			**252**			**75**	0			**323**			**28**	**32**			**266**	**309**	
Permitted Left Effective Green (g_u)	-	**2.6**	-	-	-	-	-	-	**2.9**	-	-	-	-	-	-		-	-	-	-	-	-	**2.7**	-	-	-	-	-
Saturation Flow Rate (veh/h/ln)	1654	1047			1736			1667	991			1723			1615	0			1709			1667	989			1695	1695	
Lane Group v/s Flow Ratio	0.174	0.032	0.000	0.000	0.184	0.000		0.017	0.035	0.000	0.000	0.146	0.000		0.046	0.000	0.000	0.000	0.189	0.000		0.017	0.032	0.000	0.000	0.000	0.157	0.182
Critical Phases	✓											✓							✓			✓						
Barrier Flow Ratios$_{Crit. Move.}$	0.320 v/s														0.206 v/s													
∑ Flow Ratios$_{Crit. Move}$	0.526 v/s																											
No. Lost Time Cycles	2														2													
Lost Time (4 sec/lost time cycle)	16 sec																											
Cycle Time	83																											
HCM Xc	**0.652**																											

Calculation Section *(Auto-Populated)*

	0.320	3		B16	C16	F16		I16	J16	M16		0.206	6		P16	Q16	T16		W16	X16	AB16	AC16
Rule 1/2:	0.320	B16+ M16	3	0.192	0.209	0.320		0.049	0.202		0.000	0.206	W16+ T16	6	0.063	0.079	0.203		0.017	0.206		0.000
Rule 3: Permitted-Protected Lefts, Lead-Lead or Lag-Lag	0.206	✓	9									0.046	✓	9								
	0.053	✓	10									0.049	✓	10								
Rule 4: Permitted-Protected Lefts, Lead-Lag	0.000	n/a	11									0.000	n/a	11								
	0	n/a	12									0	n/a	12								

Intersection US 395 & Highland Ave
Scenario Existing PM Synchro HCM 7

Analyst KAI
Date 3/4/2026

Intersection Type: 4-Leg	Eastbound (EB)							Westbound (WB)							Northbound (NB)							Southbound (SB)						
	Left Turn		Through				Right	Left Turn		Through				Right	Left Turn		Through				Right	Left Turn		Through				Right
	Prot	+Perm	with Permitted or Protected Turns			Thru Only	Prot	Prot	+Perm	with Permitted or Protected Turns		Thru Only	Prot		Prot	+Perm	with Permitted or Protected Turns		Thru Only	Prot		Prot	+Perm	with Permitted or Protected Turns		Thru Only	Prot	
Lane Groups	✓	✓	-	-	-	✓	✓	✓	✓	-	-	✓	-	-	✓	✓	-	-	✓	✓	-	✓	✓	-	-	✓	✓	-
Protected Left Turn Type	Lag							Lag							Lag							Lead						
Phase #	1	6				6	6	5	2			2			7	4			4	4		3	8			8	8	
Lane Group Volume (veh/h)	151					189	115	24				188			103				309	296		60				339	334	
Effective Green	5.4	14.1				13.3	49.7	6.2	13.3			14.1			36.4	0			59.1	59.1		3.4	0			26.1	26.1	
Adj Lane Group Volume (veh/h)	**128**	**23**				**189**	**115**	**1**	**23**			**188**			**103**	0			**309**	**296**		**60**	0			**339**	**334**	
Permitted Left Effective Green (g_u)	-	**2.1**	-	-	-	-	-	-	**2.4**	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-
Saturation Flow Rate (veh/h/ln)	1628	1092				1682	1425	1602	967			1540			1709	0			1630	1559		1667	0			1553	1533	
Lane Group v/s Flow Ratio	0.079	0.021	0.000	0.000	0.000	0.112	0.081	0.001	0.024	0.000	0.000	0.122	0.000		0.060	0.000	0.000	0.000	0.190	0.190		0.036	0.000	0.000	0.000	0.218	0.218	
Critical Phases	✓											✓			✓											✓		
Barrier Flow Ratios$_{Crit. Move.}$	0.201 v/s														0.279 v/s													
∑ Flow Ratios$_{Crit. Move}$	0.479 v/s																											
No. Lost Time Cycles	2														2													
Lost Time (4 sec/lost time cycle)	16 sec																											
Cycle Time	100																											
HCM Xc	**0.571**																											

Calculation Section *(Auto-Populated)*

	0.201	3		B16	C16	G16	H16	I16	J16	M16		0.279	3		P16	Q16	U16		W16	X16	AA16	
Rule 1/2:	0.201	B16+M16	3	0.079	0.102	0.201		0.022	0.113		0.000	0.279	P16+A16	3	0.096	0.060	0.279		0.036	0.226		0.000
Rule 3: Permitted-Protected Lefts, Lead-Lead or Lag-Lag	0.1	✓	9									0	n/a	9								
	0.024	✓	10									0	n/a	10								
Rule 4: Permitted-Protected Lefts, Lead-Lag	0.000	n/a	11									0.096	✓	11								
	0	n/a	12									0.096	✓	12								

Number	ID	Intersection	Movement	Storage (ft)	95th-Percentile Queue (ft)
1	999110638	NE 4th St/Punkin Center	NBL	125	<25
			NBTR	>500	<25
			SBLTR	>500	<25
			EBLTR	>500	<25
			WBLTR	>500	<25
2	999110639	NE 10th St/Punkin Center	NBLR	>500	<25
			EBTR	>500	<25
			WBLT	>500	<25
3	38434	US 395/Theater Ln	NBL	200	<25
			NBT	>500	125
			NBTR	>500	125
			SBL	225	<25
			SBT	>500	125
			SBTR	>500	125
			EBL	100	<25
			EBTR	>500	50
			WBL	100	<25
			WBTR	>500	50
4	999110644	NE 4th St/E Theater Ln	NBL	75	<25
			NBTR	>500	50
			SBL	100	<25
			SBTR	>500	<25
			EBLTR	>500	50
			WBLTR	>500	<25
5	999110641	NE 10th St/E Theater Ln	NBLTR	>500	<25
			SBLTR	>500	<25
			EBLTR	>500	<25
			WBLTR	>500	<25
6	22317		NBLTR	>500	25

		OR 207/1st Pl	SBLTR	>500	150
			EBL	200	75
			EBTR	>500	125
			WBL	200	<25
			WBTR	>500	100
7	22318	US 395/ OR 207	NBL	125	75
			NBT	>1000	275
			NBTR	>1000	275
			SBL	175	100
			SBT	>1000	300
			SBTR	>1000	300
			EBL	225	175
			EBT	>500	225
			EBR	325	50
			WBL	225	125
			WBTR	>500	225
8	12824	OR 207/ NE 4th St	NBL	100	<25
			NBTR	>500	75
			SBL	150	<25
			SBTR	>500	50
			EBL	200	<25
			EBTR	>500	100
			WBL	200	<25
			WBTR	>500	75
9	999110655	OR 207/ NE 10th St	NBLTR	>500	75
			SBLTR	>500	50
			EBL	325	<25
			EBTR	>500	<25
			WBL	350	<25
			WBTR	>500	<25

10	999110670	OR 207/E Diagonal Rd	NBL	100	<25
			NBR	150	<25
			SBLTR	>500	<25
			EBTL	>500	<25
			EBR	200	<25
			WBL	300	<25
			WBTR	>500	<25
11	999110645	NE 4th St/E Jennie Ave	NBLTR	>500	75
			SBLTR	>500	75
			EBLTR	>500	<25
			WBLTR	>500	<25
12	999110657	SW 7th St/W Hermiston Ave	NBLR	>500	<25
			EBTR	>500	<25
			WBTL	>500	<25
13	12828	Hermiston Ave/N 1st Pl	NBL	100	<25
			NBTR	300	<25
			SBL	50	<25
			SBTR	>500	50
			EBL	100	<25
			EBTR	225	50
			WBL	75	<25
			WBTR	350	50
14	12830	US 395/Gladys Ave	NBL	75	<25
			NBT	250	200
			NBTR	250	200
			SBL	75	<25
			SBT	1500	225
			SBTR	1500	225
			EBL	75	***225***
			EBTR	350	***475***

			WBL	75	<25
			WBTR	300	***575***
15	110035	US 395/Main St	NBL	75	<25
			NBT	275	175
			NBTR	275	175
			SBL	75	<25
			SBT	250	175
			SBTR	250	175
			EBLTR	225	175
			WBLTR	300	175
16	999110647	7th St/E Main Street	NBLTRR	250	<25
			SBLLTR	>500	<25
			EBLLTR	375	<25
			WBLTRR	>500	<25
			SWLLTR	>500	<25
17	999110636	NE 10th St/Diagonal Rd	NBLTR	>500	50
			SBLTR	>500	50
			EBLTR	>500	<25
			WBLTR	>500	50
18	110036	OR 207/W Orchard Ave	NBL	225	<25
			NBTR	>1000	250
			SBL	200	<25
			SBTR	>500	225
			EBLTR	>500	50
			WBLTR	>500	100
19	999110648	S 1st St/W Orchard Ave	NBTL	>500	<25
			NBR	100	50
			SBLTR	200	175
			EBLTR	>500	<25
			WBLTR	125	<25

20	24597	US 395/Orchard Ave	NBL	125	<25
			NBT	300	175
			NBTR	300	175
			SBL	75	<25
			SBT	275	225
			SBTR	275	200
			EBL	100	***175***
			EBTR	125	***225***
			WBL	75	<25
			WBTR	250	125
21	19733	OR 207/Highland Ave	NBL	200	50
			NBTR	>500	200
			SBL	150	25
			SBT	>500	150
			SBR	150	***175***
			EBL	200	125
			EBTR	>500	175
			WBL	100	<25
			WBTR	>500	125
22	999110650	SW 7th St/W Highland Ave	NBLTR	>500	50
			SBLTR	475	50
			EBLTR	>500	100
			WBLTR	1200	125
23	999110651	S 1st St/Highland Ave	NBL	125	<25
			NBTR	>500	50
			SBL	175	<25
			SBTR	>500	50
			EBL	150	<25
			EBTR	>500	150
			WBL	150	<25

			WBTR	675	175
24	12829	US 395/Highland Ave	NBL	150	75
			NBT	>500	150
			NBTR	>500	150
			SBL	125	25
			SBT	1600	175
			SBTR	1600	175
			EBL	225	50
			EBT	>500	75
			EBR	250	50
			WBL	100	25
			WBTR	400	100
25	999110652	SE 4th St/E Highland Ave	NBLTR	500	100
			SBLTR	>500	75
			EBLTR	400	75
			WBLTR	375	50
26	12825	US 395/SE 4th St	NBLTR	>500	200
			SBLTR	500	250
			EBL	150	<25
			EBT	>500	100
			EBR	>500	<25
			WBL	100	<25
			WBT	>500	125
			WBTR	>500	125
27	999110640	US 395/ Port Dr	NBL	100	<25
			NBT	>500	<25
			NBR	150	<25
			SBL	100	<25
			SBT	>500	<25
			SBTR	>500	<25

			EBLTR	>500	<25
			WBLTR	350	50
28	999110635	US 395/ Airport Rd	NBL	150	<25
			NBT	>500	<25
			NBR	175	<25
			SBL	150	<25
			SBT	>500	<25
			SBTR	>500	<25
			EBLTR	>500	<25
			WBL	100	<25
			WBTR	>500	<25
29	999110671	OR 207/Gettman Rd	NBLTR	>500	<25
			SBLTR	>500	<25
			EBLTR	>500	<25
			WBLTR	>500	<25
30	999110672	Gettman Rd/1st St	NBTL	>500	<25
			SBTR	>500	<25
			EBLR	>500	<25

Note that 95th percentile queue lengths have been rounded up to the nearest car length, assuming one vehicle equals 25 feet. Cells in the table above that are **bolded**, *italicized*, and highlighted indicate an intersection or lane group's 95th percentile queue exceeds its storage space.

ATTACHMENT H – FUTURE YEAR 2045 TRAFFIC OPERATION WORKSHEETS AND QUEUING DATA

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Report File: H:\...\Revised_TM_2_Future_Conditions_Reports.pdf

Scenario 1 Future Conditions
3/17/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	NE 4th St/Punkin Center Rd	Two-way stop	HCM 7th Edition	NB Left	0.204	19.4	C
2	NE 10th St/Punkin Center	Two-way stop	HCM 7th Edition	NB Left	0.136	13.8	B
3	US 395/Theater Ln	Signalized	HCM 7th Edition	WB Left	0.618	14.8	B
4	NE 4th St/E Theater Ln	All-way stop	HCM 7th Edition	NB Thru	0.438	12.2	B
5	NE 10th St/E Theater Ln	Two-way stop	HCM 7th Edition	EB Left	0.100	15.6	C
6	OR 207/1st Pl	Signalized	HCM 7th Edition	SB Right	0.770	17.4	B
7	US 395/Elm Ave	Signalized	HCM 7th Edition	EB Left	0.899	53.0	D
8	OR 207/NE 4th St	Signalized	HCM 7th Edition	SB Left	0.652	15.1	B
9	NE 10th St/OR 207	Two-way stop	HCM 7th Edition	NB Left	0.778	238.1	F
10	OR 207/E Diagonal Rd	Two-way stop	HCM 7th Edition	NB Left	0.297	34.1	D
11	NE 4th St/E Jennie Ave	All-way stop	HCM 7th Edition	NB Thru	0.668	16.0	C
12	SW 7th St/W Hermiston Ave	Two-way stop	HCM 7th Edition	NB Left	0.138	24.1	C
13	Hermiston Ave/N 1st Pl	Signalized	HCM 7th Edition	NB Left	0.643	8.0	A
14	US 395/Gladys Ave	Signalized	HCM 7th Edition	WB Thru	0.770	112.0	F
15	US 395/Main St	Signalized	HCM 7th Edition	EB Thru	0.574	14.8	B
16	7th St/E Main St	Two-way stop	HCM 7th Edition	NWB Left	0.460	25.8	D
17	NE 10th St/Diagonal Rd	All-way stop	HCM 7th Edition	NB Thru	0.646	15.8	C

18	OR 207/W Orchard Ave	Signalized	HCM 7th Edition	NB Thru	0.860	35.5	D
19	S 1st St/W Orchard Ave	Two-way stop	HCM 7th Edition	SB Left	1.998	616.6	F
20	US 395/Orchard Ave	Signalized	HCM 7th Edition	WB Left	0.549	19.1	B
22	SW 7th St/W Highland Ave	All-way stop	HCM 7th Edition	WB Thru	1.158	70.4	F
23	S 1st St/Highland Ave	All-way stop	HCM 7th Edition	WB Thru	1.318	95.0	F
25	SE 4th St/ Highland Drive	All-way stop	HCM 7th Edition	NB Thru	1.000	47.9	E
26	US 395/SE 4th St	Signalized	HCM 7th Edition	SB Left	0.468	18.4	B
27	Port Dr/US 395	Two-way stop	HCM 7th Edition	WB Left	0.281	35.7	E
28	Airport Rd/US 395	Two-way stop	HCM 7th Edition	EB Thru	0.009	44.4	E
29	OR 207/Gettman Rd	Two-way stop	HCM 7th Edition	WB Left	0.163	23.8	C
30	Gettman Rd/1st St	Two-way stop	HCM 7th Edition	EB Left	0.183	12.5	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 1: NE 4th St/Punkin Center Rd

Control Type:	Two-way stop	Delay (sec / veh):	19.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.204

Intersection Setup

Name	NE 4th St			NE 4th St			Punkin Center Rd			Punkin Center Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			35.00			45.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	NE 4th St			NE 4th St			Punkin Center Rd			Punkin Center Rd		
Base Volume Input [veh/h]	61	22	43	2	15	7	23	312	82	29	198	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	0.00	8.00	0.00	0.00	0.00	0.00	3.00	3.00	0.00	5.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	22	43	2	15	7	23	312	82	29	198	6
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	6	11	1	4	2	6	82	22	8	52	2
Total Analysis Volume [veh/h]	64	23	45	2	16	7	24	328	86	31	208	6
Pedestrian Volume [ped/h]	0			0			0			0		

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Version 2026 (SP 0-4)

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.07	0.07	0.01	0.05	0.01	0.02	0.00	0.00	0.03	0.00	0.00
d_M, Delay for Movement [s/veh]	19.43	16.41	11.53	18.33	16.51	9.94	7.66	0.00	0.00	8.15	0.00	0.00
Movement LOS	C	C	B	C	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.75	0.46	0.46	0.20	0.20	0.20	0.04	0.04	0.04	0.05	0.05	0.05
95th-Percentile Queue Length [ft/ln]	18.82	11.50	11.50	5.09	5.09	5.09	1.06	1.06	1.06	1.32	1.32	1.32
d_A, Approach Delay [s/veh]	16.21			14.81			0.42			1.03		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	3.51											
Intersection LOS	C											

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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 2: NE 10th St/Punkin Center

Control Type:	Two-way stop	Delay (sec / veh):	13.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.136

Intersection Setup

Name	NE 10th St		Punkin Center Rd		Punkin Center Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	NE 10th St		Punkin Center Rd		Punkin Center Rd	
Base Volume Input [veh/h]	63	21	278	77	13	194
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	7.00	5.00	4.00	0.00	8.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	21	278	77	13	194
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	5	72	20	3	51
Total Analysis Volume [veh/h]	66	22	290	80	14	202
Pedestrian Volume [ped/h]	0		0		0	

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Version 2026 (SP 0-4)

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.03	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	13.77	11.51	0.00	0.00	8.02	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.60	0.60	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	14.89	14.89	0.00	0.00	0.59	0.59
d_A, Approach Delay [s/veh]	13.20		0.00		0.52	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.89					
Intersection LOS	B					

Generated with PTV VISTRO
Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 3: US 395/Theater Ln

Control Type:	Signalized	Delay (sec / veh):	14.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.618

Intersection Setup

Name	US 395			US 395			Theater Ln			Theater Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	225.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US 395			US 395			Theater Ln			Theater Ln		
Base Volume Input [veh/h]	116	817	83	53	963	44	40	61	94	68	58	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	5.00	0.00	2.00	5.00	3.00	0.00	2.00	0.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	116	817	83	53	963	44	40	61	94	68	58	68
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	224	23	15	265	12	11	17	26	19	16	19
Total Analysis Volume [veh/h]	127	898	91	58	1058	48	44	67	103	75	64	75
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Version 2026 (SP 0-4)

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow	Yes			Yes			Yes			Yes		
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	25.0	55.0	0.0	25.0	55.0	0.0	0.0	35.0	0.0	0.0	35.0	0.0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	15.0	0.0	0.0	13.0	0.0	0.0	20.0	0.0	0.0	22.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9.0	14.0	0.0	9.0	14.0	0.0	0.0	14.0	0.0	0.0	14.0	0.0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5.0	10.0	0.0	5.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Calculated Cycle Length [s]	46	46	46	46	46	46	46	46	46	46
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23.4	17.3	17.3	23.4	18.9	18.9	10.5	10.5	10.5	10.5
g / C, Green / Cycle	0.51	0.38	0.38	0.51	0.41	0.41	0.23	0.23	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.17	0.30	0.30	0.07	0.33	0.33	0.03	0.11	0.05	0.09
s, saturation flow rate [veh/h]	722	1681	1627	850	1681	1655	1270	1556	1215	1573
c, Capacity [veh/h]	378	633	612	439	692	682	351	355	319	359
d1, Uniform Delay [s]	12.80	12.73	12.73	11.28	11.88	11.88	17.05	15.35	18.37	14.99
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.52	2.31	2.39	0.13	2.26	2.30	0.16	1.00	0.37	0.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.79	0.79	0.13	0.80	0.81	0.13	0.48	0.24	0.39
d, Delay for Lane Group [s/veh]	13.32	15.04	15.12	11.42	14.14	14.18	17.20	16.35	18.74	15.68
Lane Group LOS	B	B	B	B	B	B	B	B	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.29	3.55	3.45	0.15	4.09	4.04	0.39	1.47	0.70	1.16
50th-Percentile Queue Length [ft/ln]	7.24	88.69	86.28	3.66	102.28	100.99	9.66	36.73	17.60	29.08
95th-Percentile Queue Length [veh/ln]	0.52	6.39	6.21	0.26	7.36	7.27	0.70	2.64	1.27	2.09
95th-Percentile Queue Length [ft/ln]	13.03	159.64	155.31	6.58	184.10	181.79	17.38	66.12	31.67	52.34

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Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	13.32	15.08	15.12	11.42	14.16	14.18	17.20	16.35	16.35	18.74	15.68	15.68
Movement LOS	B	B	B	B	B	B	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	14.88			14.02			16.52			16.75		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	14.79											
Intersection LOS	B											
Intersection V/C	0.618											

Emissions

Vehicle Miles Traveled [mph]	9.41	37.24	36.08	3.11	29.86	29.42	2.52	9.72	4.81	8.91
Stops [stops/h]	22.71	278.29	270.73	11.47	320.92	316.89	30.31	115.26	55.21	91.23
Fuel consumption [US gal/h]	0.95	6.27	6.10	0.34	5.15	5.09	0.38	1.45	0.71	1.19
CO [g/h]	66.35	438.56	426.44	23.73	360.31	355.74	26.81	101.01	49.92	83.48
NOx [g/h]	12.91	85.33	82.97	4.62	70.10	69.21	5.22	19.65	9.71	16.24
VOC [g/h]	15.38	101.64	98.83	5.50	83.51	82.45	6.21	23.41	11.57	19.35

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	14.83	14.83	14.83	14.83
l_p,int, Pedestrian LOS Score for Intersectio	3.060	2.824	2.177	2.087
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2397	2397	1525	1525
d_b, Bicycle Delay [s]	0.90	0.90	1.29	1.29
l_b,int, Bicycle LOS Score for Intersection	2.480	2.520	1.913	1.913
Bicycle LOS	B	B	A	A

Sequence

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



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Intersection Level Of Service Report
Intersection 4: NE 4th St/E Theater Ln

Control Type:	All-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.438

Intersection Setup

Name	NE 4th St			NE 4th St			E Theater Ln			E Theater Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	NE 4th St			NE 4th St			E Theater Ln			E Theater Ln		
Base Volume Input [veh/h]	125	177	62	14	107	38	39	110	110	25	107	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00	0.00	6.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	125	177	62	14	107	38	39	110	110	25	107	14
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	49	17	4	29	10	11	30	30	7	29	4
Total Analysis Volume [veh/h]	137	195	68	15	118	42	43	121	121	27	118	15
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	542	604	516	572	651	601
Degree of Utilization, x	0.25	0.44	0.03	0.28	0.44	0.27

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.00	2.20	0.09	1.14	2.23	1.07
95th-Percentile Queue Length [ft]	24.88	54.97	2.24	28.49	55.70	26.70
Approach Delay [s/veh]	12.62		11.29		12.77	11.15
Approach LOS	B		B		B	B
Intersection Delay [s/veh]	12.20					
Intersection LOS	B					

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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 5: NE 10th St/E Theater Ln

Control Type:	Two-way stop	Delay (sec / veh):	15.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.100

Intersection Setup

Name	NE 10th St			NE 10th St			E Theater Ln			E Theater Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			20.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	NE 10th St			NE 10th St			E Theater Ln			E Theater Ln		
Base Volume Input [veh/h]	32	165	3	9	185	51	34	7	45	3	14	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.00	7.00	0.00	17.00	7.00	3.00	0.00	0.00	15.00	0.00	0.00	10.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	165	3	9	185	51	34	7	45	3	14	15
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	49	1	3	54	15	10	2	13	1	4	4
Total Analysis Volume [veh/h]	38	194	4	11	218	60	40	8	53	4	16	18
Pedestrian Volume [ped/h]	0			0			0			0		

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Version 2026 (SP 0-4)

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.01	0.00	0.00	0.10	0.02	0.07	0.01	0.04	0.02
d_M, Delay for Movement [s/veh]	7.88	0.00	0.00	7.80	0.00	0.00	15.58	14.94	11.29	15.01	14.21	9.88
Movement LOS	A	A	A	A	A	A	C	B	B	C	B	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.06	0.02	0.02	0.02	0.69	0.69	0.69	0.23	0.23	0.23
95th-Percentile Queue Length [ft/ln]	1.62	1.62	1.62	0.48	0.48	0.48	17.22	17.22	17.22	5.71	5.71	5.71
d_A, Approach Delay [s/veh]	1.27			0.30			13.28			12.24		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	3.30											
Intersection LOS	C											

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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 6: OR 207/1st Pl

Control Type:	Signalized	Delay (sec / veh):	17.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.770

Intersection Setup

Name	1st Pl			1st Pl			OR 207			OR 207		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	1st Pl			1st Pl			OR 207			OR 207		
Base Volume Input [veh/h]	14	61	36	101	139	159	275	646	16	7	437	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	4.00	2.00	1.00	2.00	0.00	3.00	0.00	17.00	5.00	3.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	61	36	101	139	159	275	646	16	7	437	78
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	16	10	27	37	42	73	172	4	2	116	21
Total Analysis Volume [veh/h]	15	65	38	107	148	169	293	687	17	7	465	83
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow							No			No		
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Maximum Green [s]	0.0	30.0	0.0	0.0	30.0	0.0	0.0	40.0	0.0	0.0	40.0	0.0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	27.0	0.0	0.0	25.0	0.0	0.0	23.0	0.0	0.0	21.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	0.0	14.0	0.0	0.0	14.0	0.0	0.0	14.0	0.0	0.0	14.0	0.0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	C
C, Calculated Cycle Length [s]	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	22.0	22.0	40.5	40.5	40.5	40.5
g / C, Green / Cycle	0.31	0.31	0.57	0.57	0.57	0.57
(v / s)_i Volume / Saturation Flow Rate	0.07	0.27	0.40	0.41	0.01	0.33
s, saturation flow rate [veh/h]	1583	1525	873	1701	654	1637
c, Capacity [veh/h]	551	540	416	977	281	941
d1, Uniform Delay [s]	17.99	22.97	21.73	10.88	18.80	9.59
k, delay calibration	0.11	0.20	0.16	0.26	0.11	0.16
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.19	4.58	3.17	2.42	0.04	0.83
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.21	0.79	0.70	0.72	0.02	0.58
d, Delay for Lane Group [s/veh]	18.18	27.55	24.90	13.31	18.84	10.42
Lane Group LOS	B	C	C	B	B	B
Critical Lane Group	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.35	7.02	4.62	7.20	0.08	4.70
50th-Percentile Queue Length [ft/ln]	33.69	175.54	115.55	179.99	2.08	117.61
95th-Percentile Queue Length [veh/ln]	2.43	11.37	8.15	11.60	0.15	8.26
95th-Percentile Queue Length [ft/ln]	60.64	284.18	203.69	290.00	3.74	206.53

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Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.18	18.18	18.18	27.55	27.55	27.55	24.90	13.31	13.31	18.84	10.42	10.42
Movement LOS	B	B	B	C	C	C	C	B	B	B	B	B
d_A, Approach Delay [s/veh]	18.18			27.55			16.72			10.53		
Approach LOS	B			C			B			B		
d_I, Intersection Delay [s/veh]	17.35											
Intersection LOS	B											
Intersection V/C	0.770											

Emissions

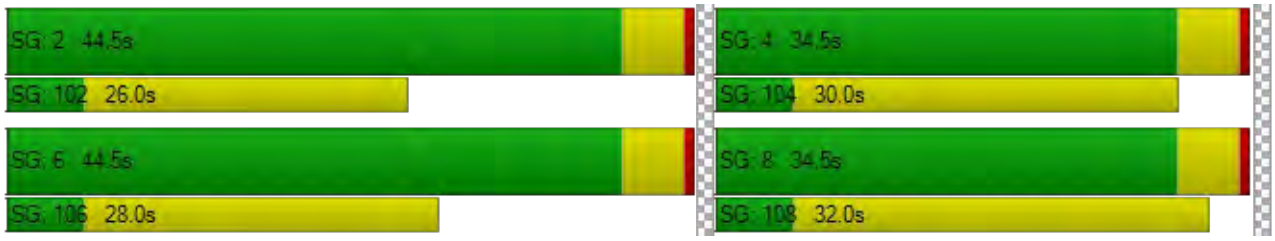
Vehicle Miles Traveled [mph]	5.78	21.60	17.72	42.58	0.47	36.66
Stops [stops/h]	68.82	358.59	236.04	367.68	4.24	240.25
Fuel consumption [US gal/h]	1.17	4.72	3.52	5.69	0.07	4.00
CO [g/h]	82.09	330.24	245.94	397.81	4.86	279.52
NOx [g/h]	15.97	64.25	47.85	77.40	0.95	54.38
VOC [g/h]	19.03	76.54	57.00	92.20	1.13	64.78

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.82	26.82	26.82	26.82
l_p,int, Pedestrian LOS Score for Intersectio	1.879	2.472	2.486	2.532
Crosswalk LOS	A	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	851	851	1135	1135
d_b, Bicycle Delay [s]	11.63	11.63	6.59	6.59
l_b,int, Bicycle LOS Score for Intersection	1.754	2.259	3.205	2.475
Bicycle LOS	A	B	C	B

Sequence

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



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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 7: US 395/Elm Ave

Control Type:	Signalized	Delay (sec / veh):	53.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.899

Intersection Setup

Name	US 395			US 395			Elm Ave			Elm Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	175.00	100.00	100.00	225.00	100.00	325.00	225.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			30.00			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US 395			US 395			Elm Ave			Elm Ave		
Base Volume Input [veh/h]	80	848	129	135	905	226	260	302	123	212	257	91
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	2.00	12.00	6.00	3.00	2.00	2.00	2.00	1.00	11.00	4.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	848	129	135	905	226	260	302	123	212	257	91
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	230	35	37	246	61	71	82	33	58	70	25
Total Analysis Volume [veh/h]	87	922	140	147	984	246	283	328	134	230	279	99
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Generated with PTV VISTRO
Version 2026 (SP 0-4)

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Overlap	ProtPer	Permiss	Permiss
Flashing Yellow Arrow							Yes			Yes		
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Maximum Green [s]	25.0	55.0	0.0	25.0	55.0	0.0	25.0	45.0	45.0	25.0	45.0	0.0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.5	0.5	0.5	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	17.0	0.0	0.0	20.0	0.0	0.0	22.0	22.0	0.0	22.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9.0	14.0	0.0	9.0	14.0	0.0	9.0	14.0	14.0	9.0	14.0	0.0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5.0	10.0	0.0	5.0	10.0	0.0	5.0	8.0	8.0	5.0	8.0	0.0
Vehicle Extension [s]	2.5	6.1	0.0	2.5	6.1	0.0	2.5	2.5	2.5	2.5	2.5	0.0
Minimum Recall	No	Yes		No	Yes		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Calculated Cycle Length [s]	129	129	129	129	129	129	129	129	129	129	129
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	9.2	48.6	48.6	14.4	53.8	53.8	50.4	27.3	67.6	50.4	32.6
g / C, Green / Cycle	0.07	0.38	0.38	0.11	0.42	0.42	0.39	0.21	0.52	0.39	0.25
(v / s)_i Volume / Saturation Flow Rate	0.05	0.32	0.32	0.09	0.37	0.37	0.36	0.19	0.09	0.26	0.23
s, saturation flow rate [veh/h]	1588	1722	1644	1588	1709	1593	1229	1722	1476	1001	1620
c, Capacity [veh/h]	113	647	618	176	710	662	305	364	771	341	408
d1, Uniform Delay [s]	59.03	36.80	36.82	56.31	35.06	35.31	51.49	49.68	16.49	45.96	47.17
k, delay calibration	0.08	0.45	0.45	0.08	0.47	0.47	0.19	0.10	0.08	0.19	0.20
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.98	11.33	11.90	7.45	15.02	17.08	18.51	7.71	0.08	4.08	15.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.84	0.84	0.83	0.89	0.90	0.93	0.90	0.17	0.67	0.93
d, Delay for Lane Group [s/veh]	67.01	48.13	48.72	63.75	50.08	52.38	70.00	57.39	16.57	50.04	62.22
Lane Group LOS	E	D	D	E	D	D	E	E	B	D	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.04	17.35	16.69	5.07	21.17	20.43	7.83	11.18	2.17	4.99	13.53
50th-Percentile Queue Length [ft/ln]	75.89	433.79	417.28	126.76	529.14	510.76	195.71	279.54	54.36	124.69	338.29
95th-Percentile Queue Length [veh/ln]	5.46	24.18	23.39	8.76	28.71	27.84	12.42	16.67	3.91	8.65	19.56
95th-Percentile Queue Length [ft/ln]	136.59	604.57	584.79	219.09	717.77	696.08	310.43	416.64	97.84	216.26	489.10

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Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	67.01	48.37	48.72	63.75	50.90	52.38	70.00	57.39	16.57	50.04	62.22	62.22
Movement LOS	E	D	D	E	D	D	E	E	B	D	E	E
d_A, Approach Delay [s/veh]	49.83			52.54			54.84			57.61		
Approach LOS	D			D			D			E		
d_I, Intersection Delay [s/veh]	52.97											
Intersection LOS	D											
Intersection V/C	0.899											

Emissions

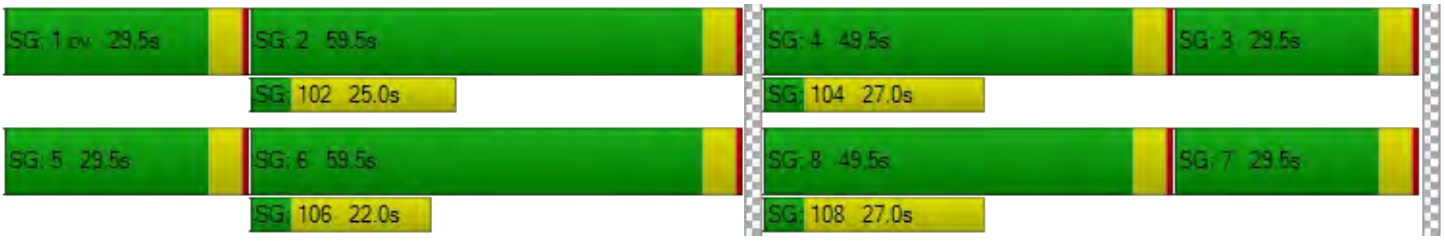
Vehicle Miles Traveled [mph]	5.00	31.19	29.82	7.99	34.42	32.47	27.04	31.33	12.80	20.61	33.87
Stops [stops/h]	84.50	483.02	464.65	141.15	589.20	568.73	217.93	311.27	60.53	138.85	376.68
Fuel consumption [US gal/h]	2.01	10.14	9.78	3.02	11.12	10.84	6.08	6.43	1.26	3.96	8.26
CO [g/h]	140.66	708.71	683.37	210.80	777.44	757.87	425.14	449.71	88.04	276.62	577.46
NOx [g/h]	27.37	137.89	132.96	41.01	151.26	147.45	82.72	87.50	17.13	53.82	112.35
VOC [g/h]	32.60	164.25	158.38	48.86	180.18	175.64	98.53	104.23	20.41	64.11	133.83

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	55.97	55.97	55.97	55.97
l_p,int, Pedestrian LOS Score for Intersectio	3.216	2.955	2.425	2.356
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	851	851	696	696
d_b, Bicycle Delay [s]	21.36	21.36	27.49	27.49
l_b,int, Bicycle LOS Score for Intersection	2.508	2.696	2.789	2.563
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	-	4	3	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	7	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Intersection Level Of Service Report
Intersection 8: OR 207/NE 4th St

Control Type:	Signalized	Delay (sec / veh):	15.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.652

Intersection Setup

Name	NE 4th St			NE 4th St			OR 207			OR 207		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	NE 4th St			NE 4th St			OR 207			OR 207		
Base Volume Input [veh/h]	93	203	68	70	159	51	73	291	88	59	292	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	4.00	2.00	6.00	3.00	13.00	2.00	11.00	2.00	5.00	17.00	19.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	203	68	70	159	51	73	291	88	59	292	47
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	56	19	19	44	14	20	81	24	16	81	13
Total Analysis Volume [veh/h]	103	226	76	78	177	57	81	323	98	66	324	52
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Flashing Yellow Arrow	No			No			Yes			Yes		
Signal Group	0	8	0	0	4	0	1	6	0	5	2	0
Auxiliary Signal Groups												
Maximum Green [s]	0.0	25.0	0.0	0.0	25.0	0.0	15.0	40.0	0.0	15.0	40.0	0.0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	17.0	0.0	0.0	17.0	0.0	0.0	15.0	0.0	0.0	12.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	0.0	14.0	0.0	0.0	14.0	0.0	9.0	14.0	0.0	9.0	14.0	0.0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0.0	10.0	0.0	0.0	10.0	0.0	5.0	10.0	0.0	5.0	10.0	0.0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Calculated Cycle Length [s]	43	43	43	43	43	43	43	43
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13.0	13.0	13.0	13.0	17.5	14.3	17.5	13.4
g / C, Green / Cycle	0.31	0.31	0.31	0.31	0.41	0.34	0.41	0.31
(v / s)_i Volume / Saturation Flow Rate	0.08	0.19	0.07	0.14	0.08	0.27	0.07	0.25
s, saturation flow rate [veh/h]	1137	1623	1042	1638	1156	1535	1064	1479
c, Capacity [veh/h]	386	497	323	502	409	515	369	465
d1, Uniform Delay [s]	15.32	12.56	16.71	11.93	12.63	12.94	13.09	13.41
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.37	1.20	0.38	0.67	0.24	3.27	0.23	3.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.61	0.24	0.47	0.20	0.82	0.18	0.81
d, Delay for Lane Group [s/veh]	15.68	13.76	17.09	12.60	12.87	16.21	13.32	16.82
Lane Group LOS	B	B	B	B	B	B	B	B
Critical Lane Group	No	Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.82	2.22	0.66	1.60	0.25	3.08	0.25	3.18
50th-Percentile Queue Length [ft/ln]	20.52	55.46	16.48	40.10	6.29	77.11	6.30	79.60
95th-Percentile Queue Length [veh/ln]	1.48	3.99	1.19	2.89	0.45	5.55	0.45	5.73
95th-Percentile Queue Length [ft/ln]	36.94	99.83	29.66	72.18	11.33	138.80	11.34	143.27

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Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	15.68	13.76	13.76	17.09	12.60	12.60	12.87	16.21	16.21	13.32	16.82	16.82
Movement LOS	B	B	B	B	B	B	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	14.25			13.72			15.67			16.30		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	15.13											
Intersection LOS	B											
Intersection V/C	0.652											

Emissions

Vehicle Miles Traveled [mph]	4.36	12.79	3.61	10.82	3.87	20.11	3.60	20.52
Stops [stops/h]	69.52	187.88	55.83	135.85	21.32	261.24	21.35	269.65
Fuel consumption [US gal/h]	0.79	2.14	0.65	1.61	0.56	4.68	0.42	3.24
CO [g/h]	55.34	149.74	45.27	112.41	39.15	326.83	29.55	226.80
NOx [g/h]	10.77	29.13	8.81	21.87	7.62	63.59	5.75	44.13
VOC [g/h]	12.83	34.70	10.49	26.05	9.07	75.75	6.85	52.56

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	13.21	13.21	13.21	13.21
l_p,int, Pedestrian LOS Score for Intersectio	2.182	2.177	2.475	2.261
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1176	1176	1882	1882
d_b, Bicycle Delay [s]	3.61	3.61	0.07	0.07
l_b,int, Bicycle LOS Score for Intersection	2.228	2.074	2.388	2.289
Bicycle LOS	B	B	B	B

Sequence

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



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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 9: NE 10th St/OR 207

Control Type:	Two-way stop	Delay (sec / veh):	238.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.778

Intersection Setup

Name	NE 10th St			NE 10th St			OR 207			OR 207		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	325.00	100.00	100.00	350.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	NE 10th St			NE 10th St			OR 207			OR 207		
Base Volume Input [veh/h]	70	97	7	41	89	25	58	427	96	15	284	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	20.00	0.00	2.00	0.00	0.00	6.00	0.00	0.00	11.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	97	7	41	89	25	58	427	96	15	284	25
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	27	2	11	24	7	16	117	26	4	78	7
Total Analysis Volume [veh/h]	77	107	8	45	98	27	64	469	105	16	312	27
Pedestrian Volume [ped/h]	0			0			0			0		

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Version 2026 (SP 0-4)

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.78	0.49	0.02	0.46	0.47	0.04	0.05	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	238.11	218.10	208.62	127.44	108.12	95.91	8.08	0.00	0.00	8.63	0.00	0.00
Movement LOS	F	F	F	F	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	11.51	11.51	11.51	7.58	7.58	7.58	0.16	0.00	0.00	0.05	0.00	0.00
95th-Percentile Queue Length [ft/ln]	287.86	287.86	287.86	189.54	189.54	189.54	4.11	0.00	0.00	1.21	0.00	0.00
d_A, Approach Delay [s/veh]	225.73			111.29			0.81			0.39		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	46.43											
Intersection LOS	F											

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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 10: OR 207/E Diagonal Rd

Control Type:	Two-way stop	Delay (sec / veh):	34.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.297

Intersection Setup

Name	E Diagonal Rd			E Diagonal Rd			OR 207			OR 207		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	200.00	300.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	E Diagonal Rd			E Diagonal Rd			OR 207			OR 207		
Base Volume Input [veh/h]	50	0	165	0	0	3	3	314	121	197	269	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	2.00	0.00	0.00	0.00	0.00	0.00	8.00	0.00	1.00	12.00	33.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	0	165	0	0	3	3	314	121	197	269	5
Peak Hour Factor	0.9700	1.0000	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	0	43	0	0	1	1	81	31	51	69	1
Total Analysis Volume [veh/h]	52	0	170	0	0	3	3	324	125	203	277	5
Pedestrian Volume [ped/h]	0			0			0			0		

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Version 2026 (SP 0-4)

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.30	0.00	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.00	0.00
d_M, Delay for Movement [s/veh]	34.08	0.00	11.52	38.33	26.81	9.73	7.79	0.00	0.00	8.94	0.00	0.00
Movement LOS	D		B	E	D	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.18	0.00	0.91	0.01	0.01	0.01	0.01	0.01	0.00	0.66	0.00	0.00
95th-Percentile Queue Length [ft/ln]	29.49	0.00	22.81	0.30	0.30	0.30	0.13	0.13	0.00	16.57	0.00	0.00
d_A, Approach Delay [s/veh]	16.80			9.73			0.05			3.74		
Approach LOS	C			A			A			A		
d_I, Intersection Delay [s/veh]	4.82											
Intersection LOS	D											

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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 11: NE 4th St/E Jennie Ave

Control Type:	All-way stop	Delay (sec / veh):	16.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.668

Intersection Setup

Name	NE 4th St			NE 4th St			E Jennie Ave			E Jennie Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	NE 4th St			NE 4th St			E Jennie Ave			E Jennie Ave		
Base Volume Input [veh/h]	27	384	27	35	318	51	43	51	31	16	21	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	3.00	0.00	7.00	2.00	0.00	3.00	0.00	0.00	0.00	6.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	384	27	35	318	51	43	51	31	16	21	35
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	101	7	9	84	13	11	13	8	4	6	9
Total Analysis Volume [veh/h]	28	404	28	37	335	54	45	54	33	17	22	37
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	689	689	574	572
Degree of Utilization, x	0.67	0.62	0.23	0.13

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	5.13	4.30	0.88	0.46
95th-Percentile Queue Length [ft]	128.13	107.56	22.06	11.40
Approach Delay [s/veh]	18.12	16.33	11.14	10.25
Approach LOS	C	C	B	B
Intersection Delay [s/veh]	16.03			
Intersection LOS	C			

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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 12: SW 7th St/W Hermiston Ave

Control Type:	Two-way stop	Delay (sec / veh):	24.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.138

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	33	139	422	26	71	386
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	5.00	0.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	139	422	26	71	386
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	36	110	7	18	101
Total Analysis Volume [veh/h]	34	145	440	27	74	402
Pedestrian Volume [ped/h]	0		0		0	

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Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.24	0.00	0.00	0.07	0.00
d_M, Delay for Movement [s/veh]	24.07	15.44	0.00	0.00	8.34	0.00
Movement LOS	C	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.73	1.73	0.00	0.00	0.13	0.13
95th-Percentile Queue Length [ft/ln]	43.30	43.30	0.00	0.00	3.21	3.21
d_A, Approach Delay [s/veh]	17.08		0.00		1.30	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	3.28					
Intersection LOS	C					

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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 13: Hermiston Ave/N 1st Pl

Control Type:	Signalized	Delay (sec / veh):	8.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.643

Intersection Setup

Name	1st Pl			1st Pl			Hermiston Ave			Gladys Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	1st Pl			1st Pl			Hermiston Ave			Gladys Ave		
Base Volume Input [veh/h]	27	144	7	89	140	88	93	285	31	26	409	91
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.00	3.00	2.00	1.00	2.00	0.00	6.00	2.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	144	7	89	140	88	93	285	31	26	409	91
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	38	2	23	37	23	24	75	8	7	108	24
Total Analysis Volume [veh/h]	28	152	7	94	147	93	98	300	33	27	431	96
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow	No			No			No			No		
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Maximum Green [s]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	30.0	0.0	0.0	30.0	0.0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	19.0	0.0	0.0	14.0	0.0	0.0	14.0	0.0	0.0	15.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	0.0	14.0	0.0	0.0	14.0	0.0	0.0	14.0	0.0	0.0	14.0	0.0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0.0	6.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Calculated Cycle Length [s]	29	29	29	29	29	29	29	29
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7.4	7.4	7.4	7.4	13.7	13.7	13.7	13.7
g / C, Green / Cycle	0.25	0.25	0.25	0.25	0.47	0.47	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.02	0.09	0.05	0.15	0.10	0.20	0.02	0.32
s, saturation flow rate [veh/h]	1158	1737	1227	1599	883	1693	1013	1669
c, Capacity [veh/h]	388	440	466	405	448	798	594	787
d1, Uniform Delay [s]	11.52	8.93	10.65	9.54	9.78	5.06	6.48	5.94
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.08	0.50	0.21	1.38	0.24	0.35	0.03	0.99
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.07	0.36	0.20	0.59	0.22	0.42	0.05	0.67
d, Delay for Lane Group [s/veh]	11.60	9.43	10.86	10.92	10.02	5.41	6.51	6.93
Lane Group LOS	B	A	B	B	B	A	A	A
Critical Lane Group	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.14	0.65	0.43	1.11	0.43	0.75	0.08	1.46
50th-Percentile Queue Length [ft/ln]	3.40	16.30	10.83	27.73	10.65	18.65	1.98	36.50
95th-Percentile Queue Length [veh/ln]	0.24	1.17	0.78	2.00	0.77	1.34	0.14	2.63
95th-Percentile Queue Length [ft/ln]	6.12	29.34	19.49	49.91	19.18	33.57	3.56	65.71

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Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.60	9.43	9.43	10.86	10.92	10.92	10.02	5.41	5.41	6.51	6.93	6.93
Movement LOS	B	A	A	B	B	B	B	A	A	A	A	A
d_A, Approach Delay [s/veh]	9.75			10.91			6.46			6.91		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	8.02											
Intersection LOS	A											
Intersection V/C	0.643											

Emissions

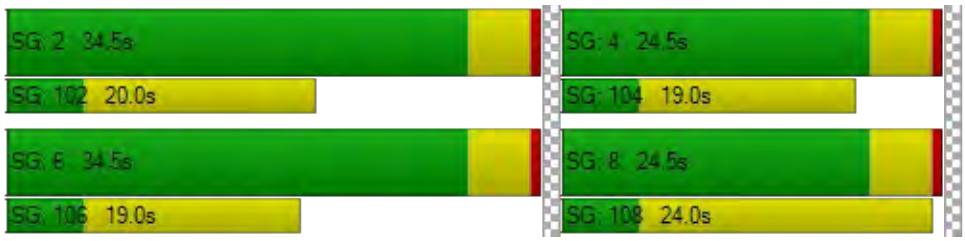
Vehicle Miles Traveled [mph]	0.88	5.01	3.83	9.79	2.98	10.12	2.38	46.47
Stops [stops/h]	16.82	80.65	53.59	137.20	52.71	92.28	9.77	180.62
Fuel consumption [US gal/h]	0.17	0.84	0.59	1.50	0.54	1.18	0.18	3.53
CO [g/h]	11.91	58.71	40.94	104.85	37.48	82.18	12.60	246.48
NOx [g/h]	2.32	11.42	7.97	20.40	7.29	15.99	2.45	47.96
VOC [g/h]	2.76	13.61	9.49	24.30	8.69	19.04	2.92	57.12

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	6.94	6.94	6.94	6.94
l_p,int, Pedestrian LOS Score for Intersectio	2.020	2.199	2.181	2.268
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1374	1374	2062	2062
d_b, Bicycle Delay [s]	1.42	1.42	0.01	0.01
l_b,int, Bicycle LOS Score for Intersection	1.868	2.111	2.271	2.474
Bicycle LOS	A	B	B	B

Sequence

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



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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 14: US 395/Gladys Ave

Control Type:	Signalized	Delay (sec / veh):	112.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.770

Intersection Setup

Name	US 395			US 395			Gladys Ave			Gladys Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	75.00	100.00	100.00	75.00	100.00	100.00	75.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	US 395			US 395			Gladys Ave			Gladys Ave		
Base Volume Input [veh/h]	93	1088	11	66	960	190	242	113	102	19	89	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	6.00	0.00	0.00	8.00	3.00	1.00	1.00	5.00	7.00	4.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	1088	11	66	960	190	242	113	102	19	89	82
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	302	3	18	267	53	67	31	28	5	25	23
Total Analysis Volume [veh/h]	103	1209	12	73	1067	211	269	126	113	21	99	91
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Flashing Yellow Arrow	Yes			Yes			Yes			Yes		
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	20.0	40.0	0.0	20.0	40.0	0.0	20.0	35.0	0.0	20.0	30.0	0.0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	16.0	0.0	0.0	24.0	0.0	0.0	19.0	0.0	0.0	22.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10.0	46.0	0.0	10.0	46.0	0.0	20.0	34.0	0.0	10.0	24.0	0.0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	3.0	10.0	0.0	3.0	10.0	0.0	3.0	7.0	0.0	3.0	7.0	0.0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	Yes		No	Yes		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	66.1	62.8	62.8	66.1	62.8	62.8	17.9	7.6	17.9	3.7
g / C, Green / Cycle	0.66	0.63	0.63	0.66	0.63	0.63	0.18	0.08	0.18	0.04
(v / s)_i Volume / Saturation Flow Rate	0.24	0.37	0.37	0.15	0.40	0.40	0.15	0.15	0.02	0.12
s, saturation flow rate [veh/h]	486	1667	1661	525	1639	1547	1561	1602	1371	1563
c, Capacity [veh/h]	286	1047	1043	319	1029	971	313	122	240	57
d1, Uniform Delay [s]	16.76	10.94	10.94	14.34	11.53	11.60	39.52	46.21	37.18	48.17
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.28	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.50	2.39	2.40	1.67	3.00	3.25	15.49	441.38	0.16	1055.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.58	0.58	0.23	0.64	0.64	0.86	1.97	0.09	3.32
d, Delay for Lane Group [s/veh]	20.25	13.32	13.34	16.01	14.54	14.85	55.01	487.59	37.33	1103.90
Lane Group LOS	C	B	B	B	B	B	E	F	D	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.89	7.89	7.87	0.57	8.99	8.66	7.44	17.90	0.42	18.19
50th-Percentile Queue Length [ft/ln]	22.22	197.28	196.80	14.30	224.65	216.43	185.93	447.42	10.47	454.80
95th-Percentile Queue Length [veh/ln]	1.60	12.50	12.47	1.03	13.90	13.48	11.91	29.25	0.75	29.27
95th-Percentile Queue Length [ft/ln]	40.00	312.46	311.84	25.73	347.56	337.06	297.74	731.26	18.84	731.82

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Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.25	13.33	13.34	16.01	14.66	14.85	55.01	487.59	487.59	37.33	1103.90	1103.90
Movement LOS	C	B	B	B	B	B	E	F	F	D	F	F
d_A, Approach Delay [s/veh]	13.87			14.76			258.53			997.75		
Approach LOS	B			B			F			F		
d_I, Intersection Delay [s/veh]	112.01											
Intersection LOS	F											
Intersection V/C	0.770											

Emissions

Vehicle Miles Traveled [mph]	6.52	38.71	38.59	3.43	30.73	29.25	23.72	21.07	0.90	8.15
Stops [stops/h]	32.00	284.08	283.40	20.59	323.50	311.65	267.74	644.29	15.07	654.92
Fuel consumption [US gal/h]	0.87	4.82	4.81	0.49	4.99	4.81	5.47	28.14	0.26	45.55
CO [g/h]	60.79	336.98	336.14	34.43	348.77	336.19	382.12	1966.73	18.03	3183.97
NOx [g/h]	11.83	65.56	65.40	6.70	67.86	65.41	74.35	382.65	3.51	619.48
VOC [g/h]	14.09	78.10	77.90	7.98	80.83	77.92	88.56	455.81	4.18	737.92

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.825	2.987	2.383	2.158
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	830	830	590	390
d_b, Bicycle Delay [s]	17.11	17.11	24.85	32.40
l_b,int, Bicycle LOS Score for Intersection	2.652	2.674	2.398	1.908
Bicycle LOS	B	B	B	A

Sequence

Ring 1	2	1	-	4	3	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	5	-	8	7	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Generated with PTV VISTRO
Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 15: US 395/Main St

Control Type:	Signalized	Delay (sec / veh):	14.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.574

Intersection Setup

Name	US 395			US 395			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75.00	100.00	100.00	75.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US 395			US 395			Main St			Main St		
Base Volume Input [veh/h]	24	1099	29	80	903	34	59	77	28	18	92	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	6.00	5.00	2.00	8.00	4.00	0.00	5.00	5.00	7.00	3.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	1099	29	80	903	34	59	77	28	18	92	64
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	302	8	22	248	9	16	21	8	5	25	18
Total Analysis Volume [veh/h]	26	1208	32	88	992	37	65	85	31	20	101	70
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Version 2026 (SP 0-4)

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow	Yes			Yes								
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	25.0	50.0	0.0	25.0	50.0	0.0	0.0	40.0	0.0	0.0	40.0	0.0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	15.0	0.0	0.0	13.0	0.0	0.0	18.0	0.0	0.0	17.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15.0	50.0	0.0	15.0	50.0	0.0	0.0	35.0	0.0	0.0	35.0	0.0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	5.0	10.0	0.0	5.0	10.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	Yes		No	Yes			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	71.6	66.5	66.5	71.6	66.5	66.5	16.4	16.4
g / C, Green / Cycle	0.72	0.67	0.67	0.72	0.67	0.67	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.04	0.37	0.37	0.17	0.32	0.32	0.13	0.12
s, saturation flow rate [veh/h]	636	1667	1652	534	1639	1619	1326	1601
c, Capacity [veh/h]	442	1109	1099	365	1091	1077	266	302
d1, Uniform Delay [s]	8.38	8.94	8.94	10.83	8.18	8.18	40.42	39.71
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.25	2.05	2.08	1.56	1.48	1.50	3.06	2.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.56	0.56	0.24	0.47	0.47	0.68	0.63
d, Delay for Lane Group [s/veh]	8.63	10.99	11.02	12.39	9.66	9.68	43.49	41.91
Lane Group LOS	A	B	B	B	A	A	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.14	7.00	6.96	0.53	5.30	5.24	4.56	4.64
50th-Percentile Queue Length [ft/ln]	3.44	175.08	173.88	13.30	132.49	131.01	113.95	116.10
95th-Percentile Queue Length [veh/ln]	0.25	11.34	11.28	0.96	9.07	8.99	8.06	8.18
95th-Percentile Queue Length [ft/ln]	6.18	283.59	282.00	23.94	226.87	224.87	201.48	204.46

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Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.63	11.00	11.02	12.39	9.67	9.68	43.49	43.49	43.49	41.91	41.91	41.91
Movement LOS	A	B	B	B	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	10.96			9.89			43.49			41.91		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	14.81											
Intersection LOS	B											
Intersection V/C	0.574											

Emissions

Vehicle Miles Traveled [mph]	1.77	42.37	42.02	5.57	32.77	32.37	4.30	4.54
Stops [stops/h]	4.95	252.12	250.38	19.15	190.78	188.66	164.08	167.19
Fuel consumption [US gal/h]	0.15	4.53	4.50	0.56	3.42	3.38	2.42	2.47
CO [g/h]	10.19	316.63	314.38	38.93	239.16	236.44	169.46	172.94
NOx [g/h]	1.98	61.60	61.17	7.57	46.53	46.00	32.97	33.65
VOC [g/h]	2.36	73.38	72.86	9.02	55.43	54.80	39.28	40.08

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.785	2.879	1.895	1.997
Crosswalk LOS	C	C	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	910	910	610	610
d_b, Bicycle Delay [s]	14.85	14.85	24.15	24.15
l_b,int, Bicycle LOS Score for Intersection	2.604	2.481	1.858	1.875
Bicycle LOS	B	B	A	A

Sequence

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



Generated with PTV VISTRO
Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 16: 7th St/E Main St

Control Type:	Two-way stop	Delay (sec / veh):	25.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.460

Intersection Setup

Name	7th St				7th St				E Main St			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right2	Left2	Left	Thru	Right	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00				25.00				25.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				No				No			

Volumes

Name	7th St				7th St				E Main St			
Base Volume Input [veh/h]	9	9	13	6	8	20	11	9	28	182	181	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	9	13	6	8	20	11	9	28	182	181	25
Peak Hour Factor	0.8500	0.8500	0.8500	0.7400	0.7400	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.7400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	3	4	2	3	6	3	3	8	54	53	8
Total Analysis Volume [veh/h]	11	11	15	8	11	24	13	11	33	214	213	34
Pedestrian Volume [ped/h]	0				0				0			

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Version 2026 (SP 0-4)

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.04	0.03	0.01	0.03	0.07	0.04	0.01	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	20.14	19.46	13.47	13.15	18.17	18.08	18.17	11.35	7.75	0.00	0.00	0.00
Movement LOS	C	C	B	B	C	C	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.06	0.06	0.06	0.06
95th-Percentile Queue Length [ft/ln]	10.68	10.68	10.68	10.68	14.37	14.37	14.37	14.37	1.55	1.55	1.55	1.55
d_A, Approach Delay [s/veh]	16.51				16.86				0.52			
Approach LOS	C				C				A			
d_I, Intersection Delay [s/veh]	6.45											
Intersection LOS	D											

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Version 2026 (SP 0-4)

Intersection Setup

Name	Diagonal Blvd				E Main St			
Approach	Westbound				Northwestbound			
Lane Configuration								
Turning Movement	Left2	Left	Thru	Right	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00				25.00			
Grade [%]	0.00				0.00			
Crosswalk	No				No			

Volumes

Name	Diagonal Blvd				E Main St			
Base Volume Input [veh/h]	0	5	183	26	5	118	9	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	183	26	5	118	9	0
Peak Hour Factor	0.7400	0.8500	0.8500	0.8500	0.7400	0.7400	0.7400	0.7400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	54	8	2	40	3	0
Total Analysis Volume [veh/h]	0	6	215	31	7	159	12	0
Pedestrian Volume [ped/h]	0				0			

Generated with PTV VISTRO
Version 2026 (SP 0-4)

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.02	0.46	0.03	0.00
d_M, Delay for Movement [s/veh]	8.28	8.25	0.00	0.00	25.80	25.80	25.15	20.51
Movement LOS	A	A	A	A	D	D	D	C
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.01	2.79	2.79	2.79	2.79
95th-Percentile Queue Length [ft/ln]	0.26	0.26	0.26	0.26	69.65	69.65	69.65	69.65
d_A, Approach Delay [s/veh]	0.20				25.76			
Approach LOS	A				D			
d_I, Intersection Delay [s/veh]	6.45							
Intersection LOS	D							

Generated with PTV VISTRO
Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 17: NE 10th St/Diagonal Rd

Control Type:	All-way stop	Delay (sec / veh):	15.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.646

Intersection Setup

Name	NE 10th St			NE 10th St			Diagonal Rd			Diagonal Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	NE 10th St			NE 10th St			Diagonal Rd			Diagonal Rd		
Base Volume Input [veh/h]	95	211	56	7	204	36	19	55	21	95	150	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	5.00	20.00	6.00	0.00	0.00	0.00	7.00	8.00	3.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	211	56	7	204	36	19	55	21	95	150	5
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	59	16	2	57	10	5	15	6	27	42	1
Total Analysis Volume [veh/h]	107	237	63	8	229	40	21	62	24	107	169	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	630	604	549	572
Degree of Utilization, x	0.65	0.46	0.19	0.49

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	4.69	2.40	0.72	2.72
95th-Percentile Queue Length [ft]	117.24	60.10	17.92	67.89
Approach Delay [s/veh]	18.55	13.93	11.13	15.27
Approach LOS	C	B	B	C
Intersection Delay [s/veh]	15.75			
Intersection LOS	C			

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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 18: OR 207/W Orchard Ave

Control Type:	Signalized	Delay (sec / veh):	35.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.860

Intersection Setup

Name	OR 207			OR 207			W Orchard Ave			W Orchard Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Version 2026 (SP 0-4)

Volumes

Name	OR 207			OR 207			W Orchard Ave			W Orchard Ave		
Base Volume Input [veh/h]	15	729	87	75	603	56	55	42	8	106	103	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	5.00	14.00	2.00	6.00	0.00	7.00	3.00	0.00	0.00	5.00	6.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	729	87	75	603	56	55	42	8	106	103	111
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	192	23	20	159	15	14	11	2	28	27	29
Total Analysis Volume [veh/h]	16	767	92	79	635	59	58	44	8	112	108	117
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Version 2026 (SP 0-4)

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow	Yes			Yes								
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	20.0	50.0	0.0	30.0	50.0	0.0	0.0	30.0	0.0	0.0	30.0	0.0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Walk [s]	0.0	7.0	0.0	0.0	7.0	0.0	0.0	7.0	0.0	0.0	7.0	0.0
Pedestrian Clearance [s]	0.0	14.0	0.0	0.0	14.0	0.0	0.0	15.0	0.0	0.0	16.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9.0	14.0	0.0	9.0	14.0	0.0	0.0	14.0	0.0	0.0	14.0	0.0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6.0	10.0	0.0	6.0	10.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	Yes		No	Yes			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	C	C
C, Calculated Cycle Length [s]	86	86	86	86	86	86
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	52.4	46.8	52.4	38.8	21.7	21.7
g / C, Green / Cycle	0.61	0.54	0.61	0.45	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.03	0.52	0.22	0.42	0.09	0.21
s, saturation flow rate [veh/h]	996	1650	750	1642	1060	1501
c, Capacity [veh/h]	383	896	220	741	331	434
d1, Uniform Delay [s]	24.77	18.71	32.84	22.42	26.29	30.81
k, delay calibration	0.11	0.39	0.11	0.26	0.11	0.19
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.04	18.28	0.98	12.95	0.58	5.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.96	0.36	0.94	0.33	0.78
d, Delay for Lane Group [s/veh]	24.81	37.00	33.82	35.37	26.87	35.98
Lane Group LOS	C	D	C	D	C	D
Critical Lane Group	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.09	18.94	0.52	14.96	1.90	7.22
50th-Percentile Queue Length [ft/ln]	2.34	473.54	12.92	373.92	47.50	180.40
95th-Percentile Queue Length [veh/ln]	0.17	26.08	0.93	21.30	3.42	11.62
95th-Percentile Queue Length [ft/ln]	4.21	651.98	23.25	532.49	85.50	290.53

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Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.81	37.00	37.00	33.82	35.37	35.37	26.87	26.87	26.87	35.98	35.98	35.98
Movement LOS	C	D	D	C	D	D	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	36.77			35.21			26.87			35.98		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	35.55											
Intersection LOS	D											
Intersection V/C	0.860											

Emissions

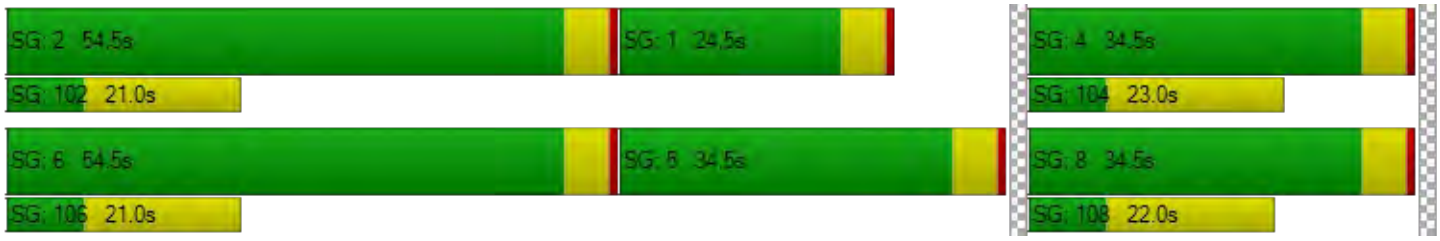
Vehicle Miles Traveled [mph]	0.96	51.59	3.49	30.68	5.00	12.76
Stops [stops/h]	3.92	792.56	21.62	625.83	79.50	301.93
Fuel consumption [US gal/h]	0.14	12.97	0.81	9.72	1.13	4.20
CO [g/h]	9.92	906.58	56.40	679.09	79.07	293.53
NOx [g/h]	1.93	176.39	10.97	132.13	15.38	57.11
VOC [g/h]	2.30	210.11	13.07	157.39	18.33	68.03

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	32.72	32.72	32.72	32.72
l_p,int, Pedestrian LOS Score for Intersectio	2.626	2.577	1.849	2.037
Crosswalk LOS	B	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1162	1162	697	697
d_b, Bicycle Delay [s]	7.55	7.55	18.25	18.25
l_b,int, Bicycle LOS Score for Intersection	3.003	2.835	1.741	2.116
Bicycle LOS	C	C	A	B

Sequence

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



Generated with PTV VISTRO
Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 19: S 1st St/W Orchard Ave

Control Type:	Two-way stop	Delay (sec / veh):	616.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.998

Intersection Setup

Name	S 1st St			S 1st St			W Orchard Ave			W Orchard Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S 1st St			S 1st St			W Orchard Ave			W Orchard Ave		
Base Volume Input [veh/h]	27	0	254	103	0	35	40	366	63	86	279	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	0.00	2.00	4.00	0.00	3.00	0.00	1.00	10.00	2.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	0	254	103	0	35	40	366	63	86	279	28
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	75	30	0	10	12	108	19	25	82	8
Total Analysis Volume [veh/h]	32	0	299	121	0	41	47	431	74	101	328	33
Pedestrian Volume [ped/h]	0			0			0			0		

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Version 2026 (SP 0-4)

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.00	0.50	2.00	0.00	0.06	0.04	0.00	0.00	0.10	0.00	0.00
d_M, Delay for Movement [s/veh]	39.16	33.77	17.00	616.57	578.64	562.30	8.04	0.00	0.00	8.52	0.00	0.00
Movement LOS	E	D	C	F	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.86	0.86	2.82	14.57	14.57	14.57	0.08	0.08	0.08	0.18	0.18	0.18
95th-Percentile Queue Length [ft/ln]	21.49	21.49	70.39	364.32	364.32	364.32	2.07	2.07	2.07	4.54	4.54	4.54
d_A, Approach Delay [s/veh]	19.14			602.83			0.68			1.86		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	69.83											
Intersection LOS	F											

Generated with PTV VISTRO
Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 20: US 395/Orchard Ave

Control Type:	Signalized	Delay (sec / veh):	19.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.549

Intersection Setup

Name	US 395			US 395			W Orchard Ave			Orchard Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	75.00	100.00	100.00	100.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US 395			US 395			W Orchard Ave			Orchard Ave		
Base Volume Input [veh/h]	83	927	17	32	766	137	164	181	79	12	93	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	8.00	0.00	4.00	10.00	1.00	1.00	0.00	3.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	927	17	32	766	137	164	181	79	12	93	21
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	249	5	9	206	37	44	49	21	3	25	6
Total Analysis Volume [veh/h]	89	997	18	34	824	147	176	195	85	13	100	23
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Generated with PTV VISTRO
Version 2026 (SP 0-4)

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow	Yes			Yes			No			No		
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	25.0	50.0	0.0	25.0	50.0	0.0	0.0	40.0	0.0	0.0	40.0	0.0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	19.0	0.0	0.0	18.0	0.0	0.0	21.0	0.0	0.0	22.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15.0	50.0	0.0	15.0	50.0	0.0	0.0	35.0	0.0	0.0	35.0	0.0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	5.0	10.0	0.0	5.0	10.0	0.0	0.0	7.0	0.0	0.0	7.0	0.0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	Yes		No	Yes			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	65.1	60.0	60.0	65.1	60.0	60.0	22.9	22.9	22.9	22.9
g / C, Green / Cycle	0.65	0.60	0.60	0.65	0.60	0.60	0.23	0.23	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.14	0.31	0.31	0.06	0.31	0.31	0.14	0.17	0.02	0.07
s, saturation flow rate [veh/h]	673	1639	1629	630	1612	1528	1278	1661	1117	1694
c, Capacity [veh/h]	405	984	978	384	967	917	287	380	153	387
d1, Uniform Delay [s]	13.05	11.59	11.59	12.60	11.57	11.57	40.12	35.79	43.55	32.09
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.25	1.94	1.96	0.45	1.96	2.07	2.13	2.81	0.24	0.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.22	0.52	0.52	0.09	0.52	0.52	0.61	0.74	0.09	0.32
d, Delay for Lane Group [s/veh]	14.29	13.53	13.55	13.06	13.53	13.64	42.25	38.60	43.79	32.55
Lane Group LOS	B	B	B	B	B	B	D	D	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.69	6.60	6.56	0.25	6.46	6.15	4.30	6.54	0.31	2.54
50th-Percentile Queue Length [ft/ln]	17.20	165.02	164.10	6.27	161.48	153.77	107.42	163.55	7.85	63.50
95th-Percentile Queue Length [veh/ln]	1.24	10.81	10.77	0.45	10.63	10.22	7.70	10.74	0.57	4.57
95th-Percentile Queue Length [ft/ln]	30.96	270.36	269.15	11.29	265.68	255.45	192.41	268.42	14.13	114.29

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Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	14.29	13.54	13.55	13.06	13.57	13.64	42.25	38.60	38.60	43.79	32.55	32.55
Movement LOS	B	B	B	B	B	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	13.60			13.56			40.01			33.63		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	19.05											
Intersection LOS	B											
Intersection V/C	0.549											

Emissions

Vehicle Miles Traveled [mph]	4.22	24.13	23.98	2.31	33.92	32.16	6.99	11.12	0.70	6.61
Stops [stops/h]	24.77	237.63	236.31	9.03	232.53	221.43	154.69	235.51	11.31	91.43
Fuel consumption [US gal/h]	0.57	3.71	3.69	0.24	4.05	3.86	2.66	3.96	0.19	1.46
CO [g/h]	39.80	259.22	257.78	16.46	283.36	269.72	185.63	276.71	13.32	102.24
NOx [g/h]	7.74	50.43	50.15	3.20	55.13	52.48	36.12	53.84	2.59	19.89
VOC [g/h]	9.22	60.08	59.74	3.81	65.67	62.51	43.02	64.13	3.09	23.69

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.720	2.986	2.320	2.095
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	910	910	610	610
d_b, Bicycle Delay [s]	14.85	14.85	24.15	24.15
l_b,int, Bicycle LOS Score for Intersection	2.470	2.389	2.312	1.784
Bicycle LOS	B	B	B	A

Sequence

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



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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 22: SW 7th St/W Highland Ave

Control Type:	All-way stop	Delay (sec / veh):	70.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.158

Intersection Setup

Name	SW 7th St			SW 7th St			W Highland Ave			W Highland Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW 7th St			SW 7th St			W Highland Ave			W Highland Ave		
Base Volume Input [veh/h]	31	101	65	65	85	71	58	356	10	25	391	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.00	0.00	2.00	2.00	0.00	2.00	5.00	5.00	0.00	0.00	3.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	101	65	65	85	71	58	356	10	25	391	88
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	29	18	18	24	20	16	101	3	7	111	25
Total Analysis Volume [veh/h]	35	115	74	74	97	81	66	405	11	28	444	100
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	435	441	489	572
Degree of Utilization, x	0.51	0.57	0.98	1.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.87	3.48	12.99	20.33
95th-Percentile Queue Length [ft]	71.64	86.89	324.76	508.15
Approach Delay [s/veh]	19.69	21.43	64.16	117.11
Approach LOS	C	C	F	F
Intersection Delay [s/veh]	70.41			
Intersection LOS	F			

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Intersection Level Of Service Report
Intersection 23: S 1st St/Highland Ave

Control Type:	All-way stop	Delay (sec / veh):	95.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.318

Intersection Setup

Name	S 1st St			S 1st St			Highland Ave			Highland Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	175.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	S 1st St			S 1st St			Highland Ave			Highland Ave		
Base Volume Input [veh/h]	87	80	84	59	91	100	26	460	29	76	548	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	5.00	2.00	0.00	0.00	6.00	1.00	0.00	2.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	87	80	84	59	91	100	26	460	29	76	548	58
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	21	22	16	24	26	7	121	8	20	144	15
Total Analysis Volume [veh/h]	92	84	88	62	96	105	27	484	31	80	577	61
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	399	437	399	442	444	515	449	638
Degree of Utilization, x	0.23	0.39	0.16	0.46	0.06	1.07	0.18	1.32

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.88	1.85	0.55	2.33	0.19	16.22	0.64	27.83
95th-Percentile Queue Length [ft]	21.95	46.16	13.63	58.16	4.84	405.59	16.02	695.72
Approach Delay [s/veh]	15.57		16.52		84.79		160.64	
Approach LOS	C		C		F		F	
Intersection Delay [s/veh]	94.99							
Intersection LOS	F							

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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 25: SE 4th St/ Highland Drive

Control Type:	All-way stop	Delay (sec / veh):	47.9
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.000

Intersection Setup

Name	SE 4th St			SE 4th St			Highland Ave			Highland Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SE 4th St			SE 4th St			Highland Ave			Highland Ave		
Base Volume Input [veh/h]	19	302	110	37	254	70	75	212	18	56	143	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	1.00	12.00	2.00	4.00	5.00	5.00	0.00	0.00	6.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	302	110	37	254	70	75	212	18	56	143	46
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	80	29	10	68	19	20	56	5	15	38	12
Total Analysis Volume [veh/h]	20	321	117	39	270	74	80	226	19	60	152	49
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	458	440	418	406
Degree of Utilization, x	1.00	0.87	0.78	0.64

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	13.11	8.94	6.66	4.35
95th-Percentile Queue Length [ft]	327.82	223.46	166.50	108.64
Approach Delay [s/veh]	70.41	45.69	35.81	26.44
Approach LOS	F	E	E	D
Intersection Delay [s/veh]	47.85			
Intersection LOS	E			

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Intersection Level Of Service Report
Intersection 26: US 395/SE 4th St

Control Type:	Signalized	Delay (sec / veh):	18.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.468

Intersection Setup

Name	SE 4th St			SE 4th St			US 395			US 395		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	850.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SE 4th St			SE 4th St			US 395			US 395		
Base Volume Input [veh/h]	54	92	49	137	118	6	26	555	51	57	502	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	1.00	0.00	1.00	0.00	0.00	0.00	11.00	0.00	7.00	6.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	92	49	137	118	6	26	555	51	57	502	111
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	25	13	37	32	2	7	151	14	15	136	30
Total Analysis Volume [veh/h]	59	100	53	149	128	7	28	603	55	62	546	121
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Version 2026 (SP 0-4)

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	40.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Flashing Yellow Arrow							Yes			Yes		
Signal Group	0	8	0	0	4	0	1	6	0	5	2	0
Auxiliary Signal Groups												
Maximum Green [s]	0.0	35.0	0.0	0.0	35.0	0.0	15.0	55.0	0.0	15.0	55.0	0.0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	28.0	0.0	0.0	33.0	0.0	0.0	19.0	0.0	0.0	16.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0.0	35.0	0.0	0.0	35.0	0.0	15.0	50.0	0.0	15.0	50.0	0.0
Lead / Lag	-	-	-	-	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	0.0	8.0	0.0	0.0	8.0	0.0	5.0	10.0	0.0	5.0	10.0	0.0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	R	L	C	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	25.0	25.0	63.0	58.3	58.3	63.0	58.3	58.3
g / C, Green / Cycle	0.25	0.25	0.63	0.58	0.58	0.63	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.14	0.20	0.03	0.20	0.04	0.08	0.21	0.21
s, saturation flow rate [veh/h]	1471	1278	847	3042	1488	806	1667	1564
c, Capacity [veh/h]	414	375	520	1775	868	503	972	912
d1, Uniform Delay [s]	32.48	36.90	10.15	10.83	9.02	10.17	10.94	10.95
k, delay calibration	0.11	0.17	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.98	4.77	0.20	0.52	0.14	0.50	1.01	1.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.51	0.76	0.05	0.34	0.06	0.12	0.35	0.35
d, Delay for Lane Group [s/veh]	33.46	41.67	10.35	11.35	9.16	10.67	11.94	12.03
Lane Group LOS	C	D	B	B	A	B	B	B
Critical Lane Group	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.59	7.20	0.20	3.31	0.52	0.48	4.03	3.82
50th-Percentile Queue Length [ft/ln]	114.63	180.05	5.12	82.78	12.93	12.12	100.81	95.46
95th-Percentile Queue Length [veh/ln]	8.10	11.60	0.37	5.96	0.93	0.87	7.26	6.87
95th-Percentile Queue Length [ft/ln]	202.42	290.08	9.22	149.00	23.28	21.82	181.45	171.83

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Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	33.46	33.46	33.46	41.67	41.67	41.67	10.35	11.35	9.16	10.67	11.97	12.03
Movement LOS	C	C	C	D	D	D	B	B	A	B	B	B
d_A, Approach Delay [s/veh]	33.46			41.67			11.13			11.87		
Approach LOS	C			D			B			B		
d_I, Intersection Delay [s/veh]	18.43											
Intersection LOS	B											
Intersection V/C	0.468											

Emissions

Vehicle Miles Traveled [mph]	8.00	11.16	4.32	93.04	8.49	3.78	20.93	19.71
Stops [stops/h]	165.06	259.28	7.38	238.41	18.62	17.46	145.16	137.46
Fuel consumption [US gal/h]	2.44	3.90	0.28	6.73	0.57	0.39	2.50	2.36
CO [g/h]	170.30	272.91	19.51	470.57	39.56	27.02	174.64	165.15
NOx [g/h]	33.13	53.10	3.80	91.56	7.70	5.26	33.98	32.13
VOC [g/h]	39.47	63.25	4.52	109.06	9.17	6.26	40.48	38.27

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	1.988	1.975	2.789	2.818
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	610	610	910	910
d_b, Bicycle Delay [s]	24.15	24.15	14.85	14.85
l_b,int, Bicycle LOS Score for Intersection	1.909	2.028	2.126	2.161
Bicycle LOS	A	B	B	B

Sequence

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



Generated with PTV VISTRO
Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 27: Port Dr/US 395

Control Type:	Two-way stop	Delay (sec / veh):	35.7
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.281

Intersection Setup

Name	US 395			US 395			Port Dr			Port Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	US 395			US 395			Port Dr			Port Dr		
Base Volume Input [veh/h]	0	949	80	58	649	4	4	1	1	44	0	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	5.00	3.00	14.00	16.00	0.00	0.00	0.00	0.00	21.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	949	80	58	649	4	4	1	1	44	0	63
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	250	21	15	171	1	1	0	0	12	0	17
Total Analysis Volume [veh/h]	0	999	84	61	683	4	4	1	1	46	0	66
Pedestrian Volume [ped/h]	0			0			0			0		

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Version 2026 (SP 0-4)

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.11	0.01	0.00	0.02	0.01	0.00	0.28	0.00	0.13
d_M, Delay for Movement [s/veh]	8.93	0.00	0.00	12.02	0.00	0.00	23.42	28.49	10.95	35.66	32.96	20.60
Movement LOS	A	A	A	B	A	A	C	D	B	E	D	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.35	0.00	0.00	0.09	0.09	0.09	1.89	1.89	1.89
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	8.87	0.00	0.00	2.14	2.14	2.14	47.13	47.13	47.13
d_A, Approach Delay [s/veh]	0.00			0.98			22.19			26.78		
Approach LOS	A			A			C			D		
d_I, Intersection Delay [s/veh]	1.98											
Intersection LOS	E											

Generated with PTV VISTRO
Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 28: Airport Rd/US 395

Control Type:	Two-way stop	Delay (sec / veh):	44.4
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	US 395			US 395			Airport Rd			Airport Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	175.00	150.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			55.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	US 395			US 395			Airport Rd			Airport Rd		
Base Volume Input [veh/h]	4	730	13	36	574	54	71	1	8	12	4	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	6.00	20.00	37.00	10.00	56.00	5.00	100.00	14.00	10.00	67.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	730	13	36	574	54	71	1	8	12	4	42
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	198	4	10	156	15	19	0	2	3	1	11
Total Analysis Volume [veh/h]	4	793	14	39	624	59	77	1	9	13	4	46
Pedestrian Volume [ped/h]	0			0			0			0		

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Version 2026 (SP 0-4)

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.06	0.01	0.00	0.32	0.01	0.01	0.06	0.03	0.08
d_M, Delay for Movement [s/veh]	8.93	0.00	0.00	11.17	0.00	0.00	27.12	44.38	18.01	21.17	30.32	11.86
Movement LOS	A	A	A	B	A	A	D	E	C	C	D	B
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.20	0.00	0.00	1.46	1.46	1.46	0.17	0.35	0.35
95th-Percentile Queue Length [ft/ln]	0.33	0.00	0.00	5.00	0.00	0.00	36.51	36.51	36.51	4.35	8.64	8.64
d_A, Approach Delay [s/veh]	0.04			0.60			26.38			14.96		
Approach LOS	A			A			D			B		
d_I, Intersection Delay [s/veh]	2.20											
Intersection LOS	E											

Generated with PTV VISTRO
Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 29: OR 207/Gettman Rd

Control Type:	Two-way stop	Delay (sec / veh):	23.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.163

Intersection Setup

Name	OR 207			OR 207			Lemmon Lane			Gettman Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			45.00			25.00			15.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	OR 207			OR 207			Lemmon Lane			Gettman Rd		
Base Volume Input [veh/h]	0	407	60	46	283	4	0	1	1	33	1	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	7.00	0.00	15.00	10.00	33.00	0.00	0.00	0.00	0.00	0.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	407	60	46	283	4	0	1	1	33	1	40
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	116	17	13	80	1	0	0	0	9	0	11
Total Analysis Volume [veh/h]	0	463	68	52	322	5	0	1	1	38	1	45
Pedestrian Volume [ped/h]	0			0			0			0		

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Version 2026 (SP 0-4)

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.16	0.00	0.08
d_M, Delay for Movement [s/veh]	7.89	0.00	0.00	8.76	0.00	0.00	22.36	19.94	10.05	23.82	22.66	14.70
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.09	0.09	0.09	0.02	0.02	0.02	0.95	0.95	0.95
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.24	2.24	2.24	0.42	0.42	0.42	23.72	23.72	23.72
d_A, Approach Delay [s/veh]	0.00			1.20			14.99			18.92		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	2.08											
Intersection LOS	C											

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Intersection Level Of Service Report
Intersection 30: Gettman Rd/1st St

Control Type:	Two-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.183

Intersection Setup

Name	1st St		1st St		Gettman Rd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	1st St		1st St		Gettman Rd	
Base Volume Input [veh/h]	26	167	63	78	93	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	6.00	3.00	9.00	14.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	167	63	78	93	16
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	49	19	23	27	5
Total Analysis Volume [veh/h]	31	196	74	92	109	19
Pedestrian Volume [ped/h]	0		0		0	

Generated with PTV VISTRO
Version 2026 (SP 0-4)

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.18	0.02
d_M, Delay for Movement [s/veh]	7.56	0.00	0.00	0.00	12.52	10.47
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.00	0.00	0.76	0.76
95th-Percentile Queue Length [ft/ln]	1.31	1.31	0.00	0.00	19.02	19.02
d_A, Approach Delay [s/veh]	1.03		0.00		12.21	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.45					
Intersection LOS	B					

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Study Intersections

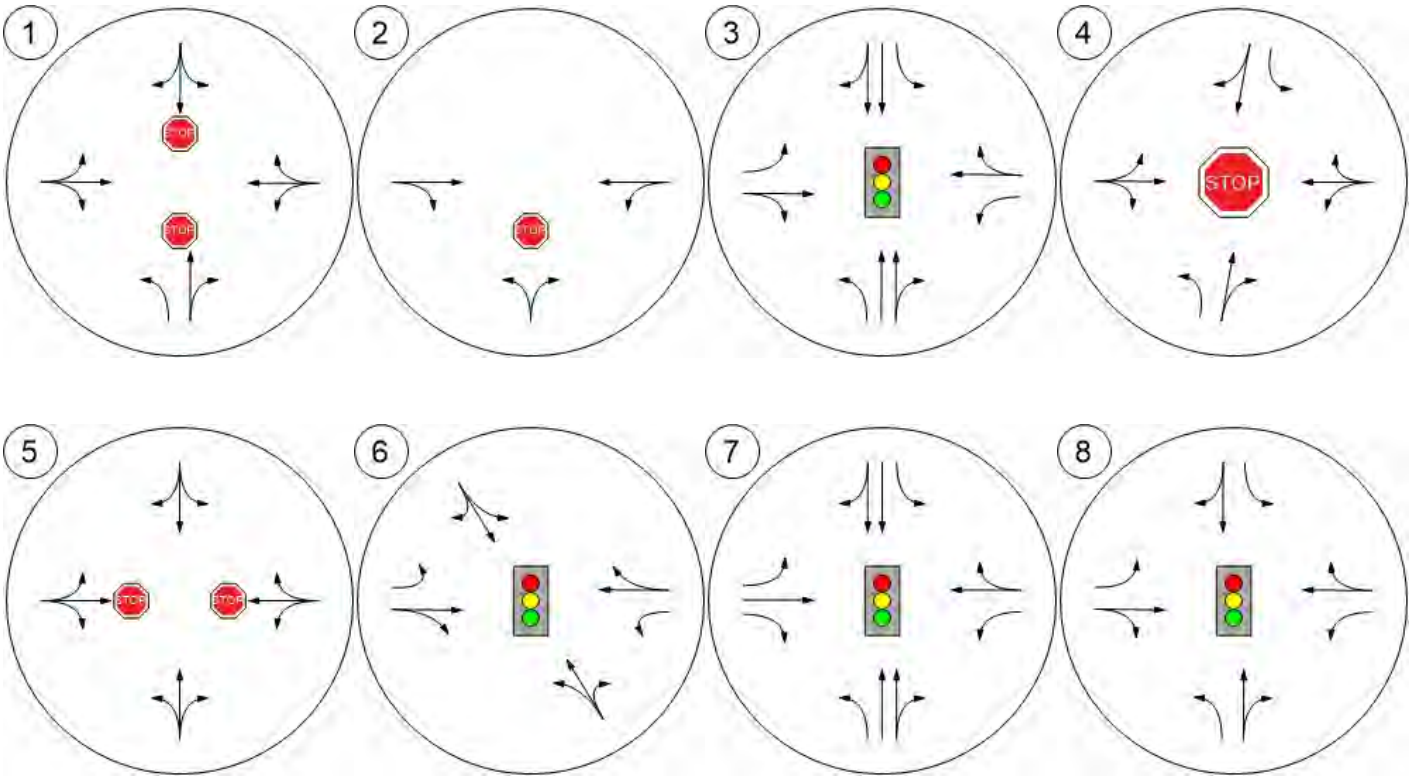


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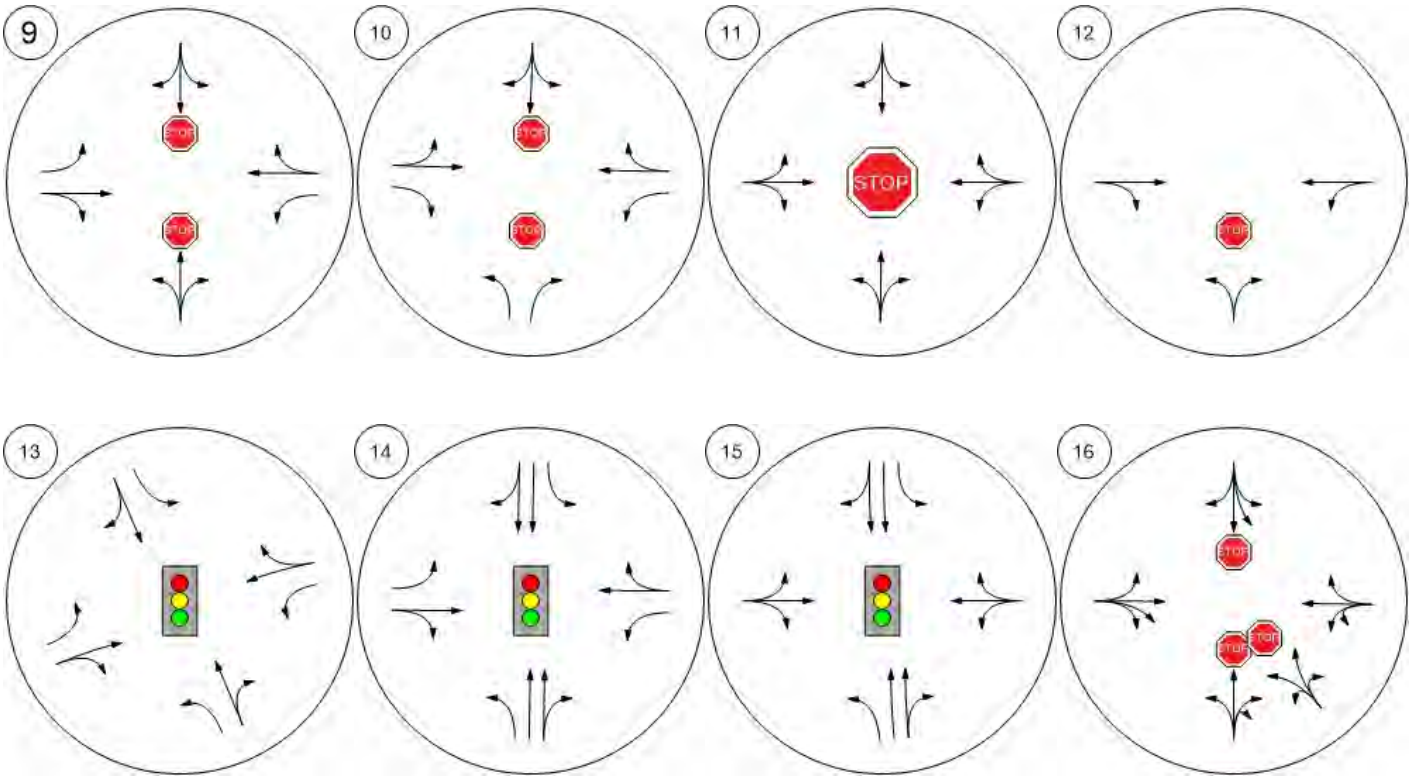
Lane Configuration and Traffic Control





Lane Configuration and Traffic Control



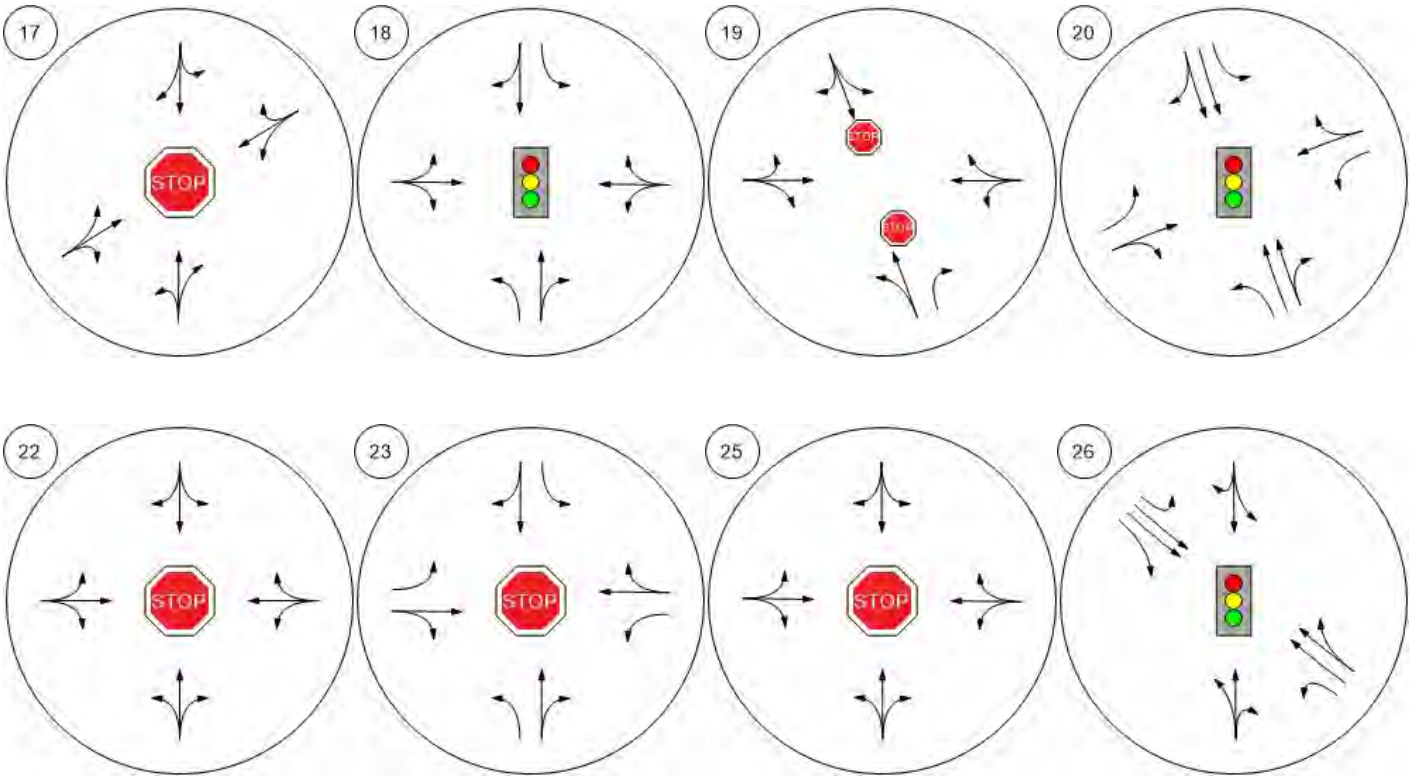


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Lane Configuration and Traffic Control



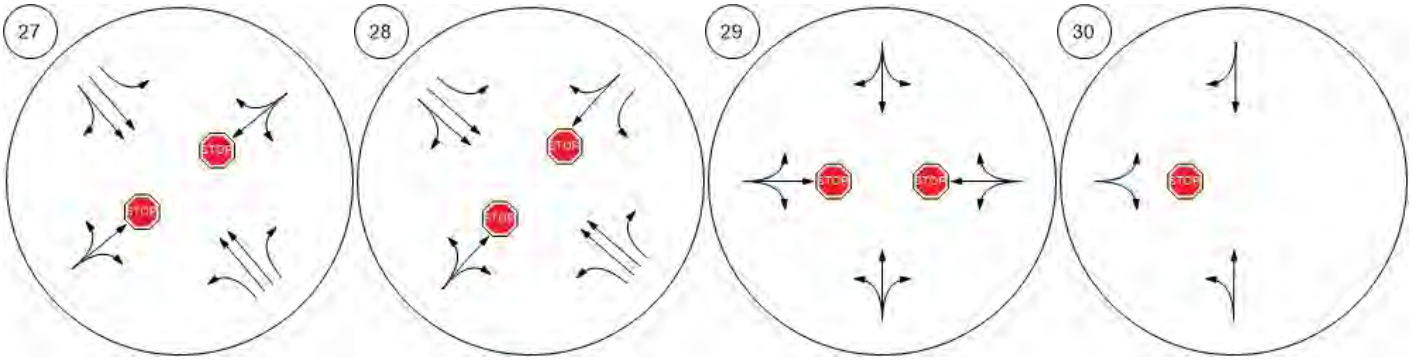


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Version 2026 (SP 0-4)

Lane Configuration and Traffic Control



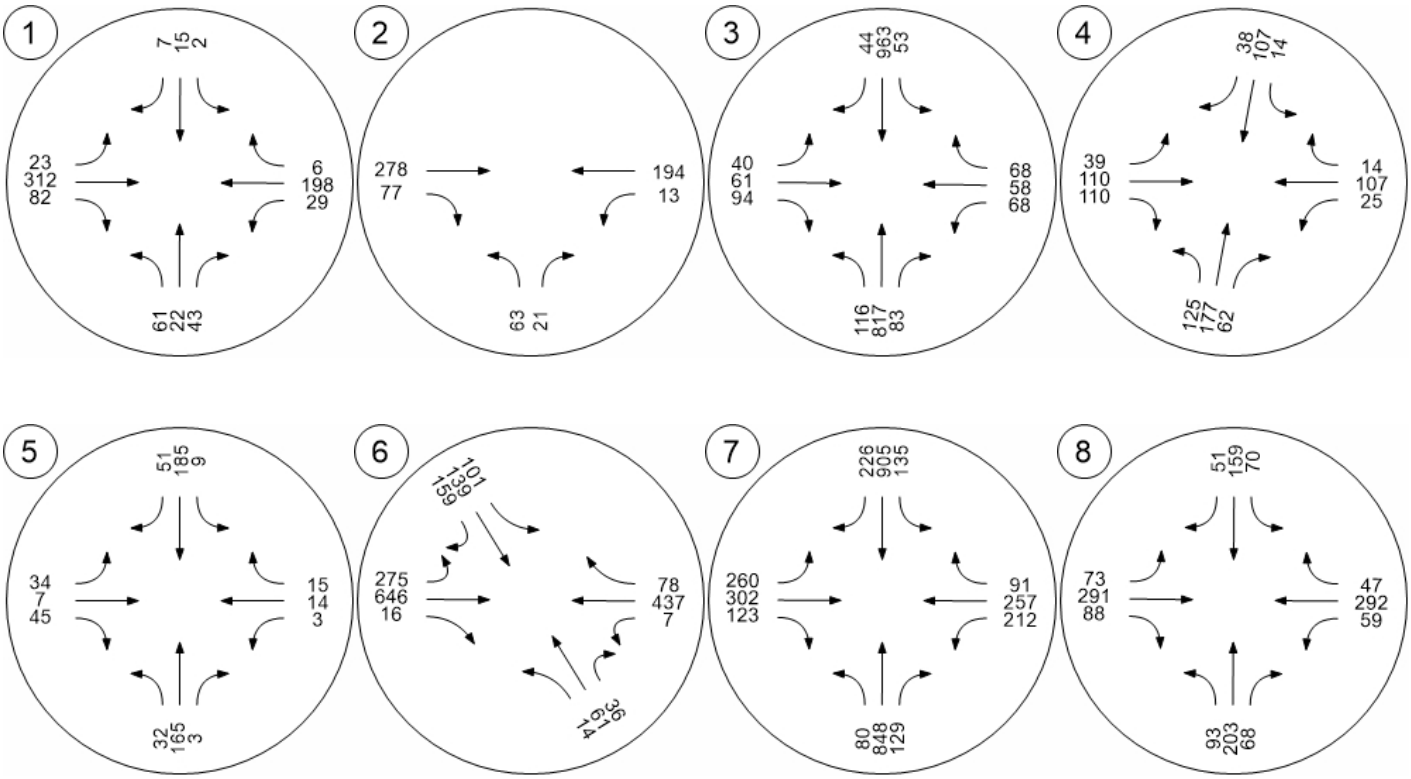


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Traffic Volume - Base Volume



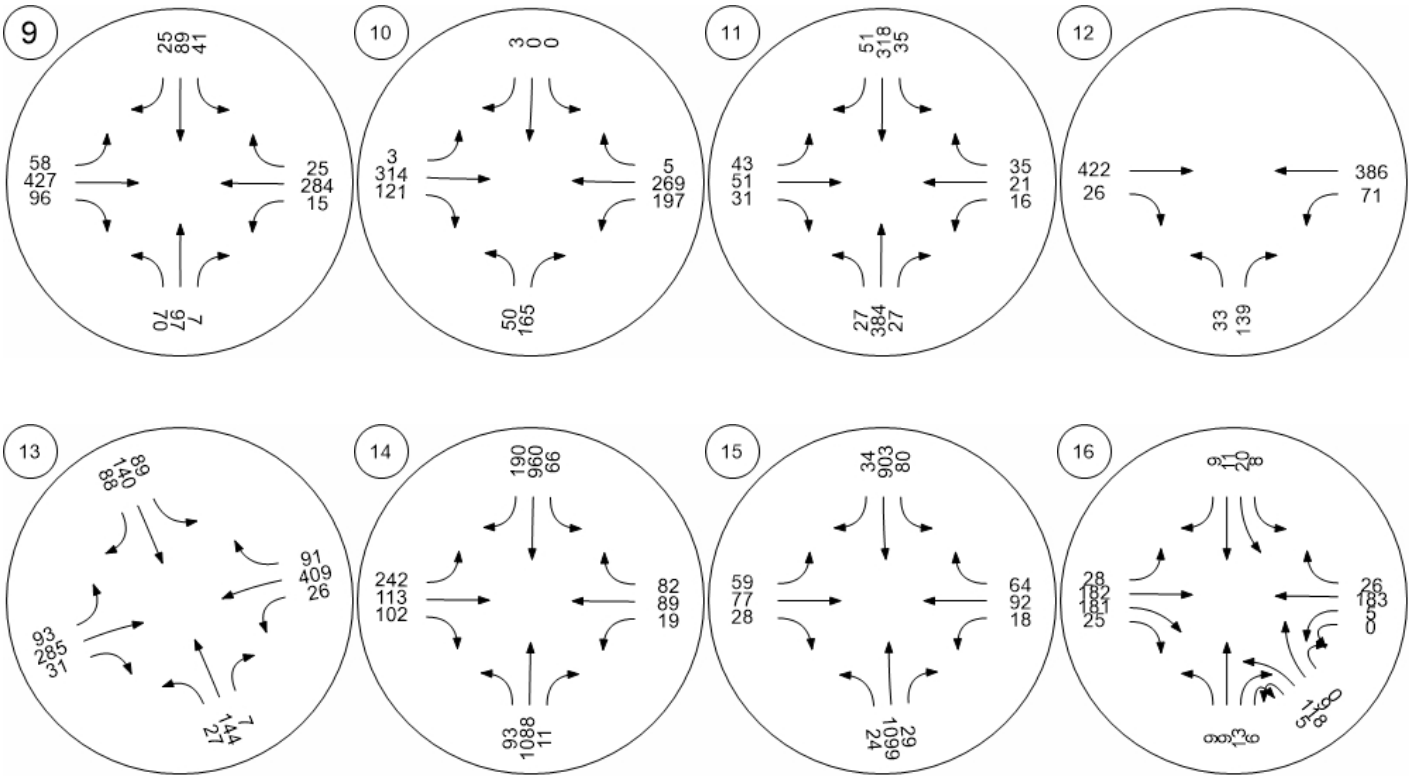


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Version 2026 (SP 0-4)

Traffic Volume - Base Volume



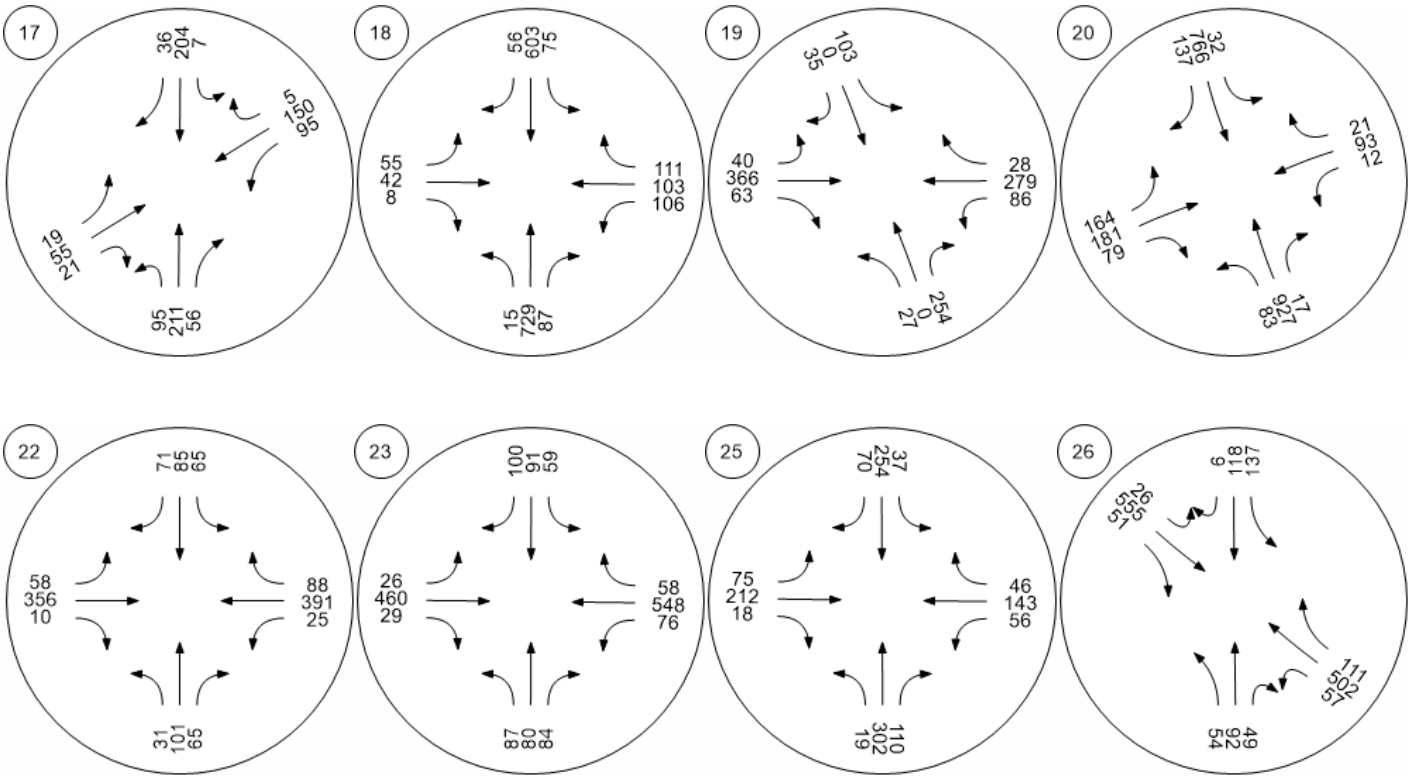


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Traffic Volume - Base Volume



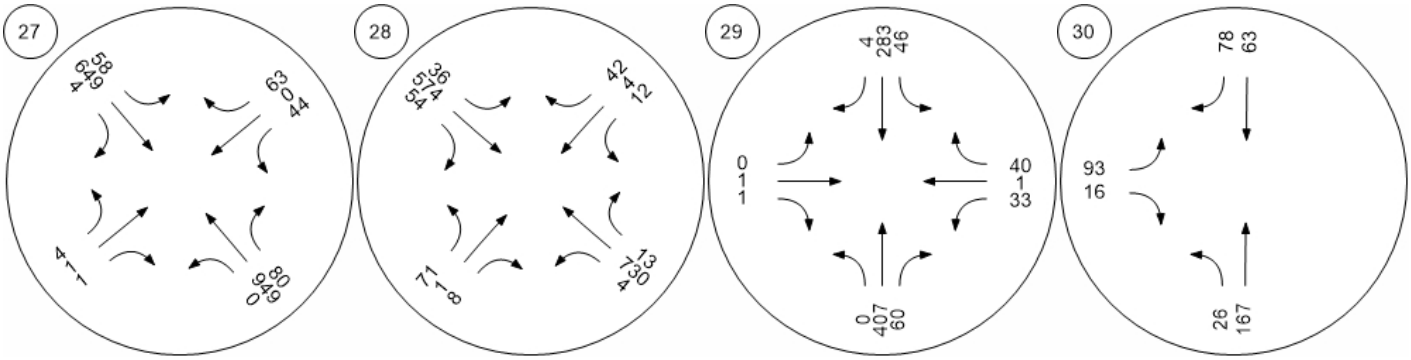


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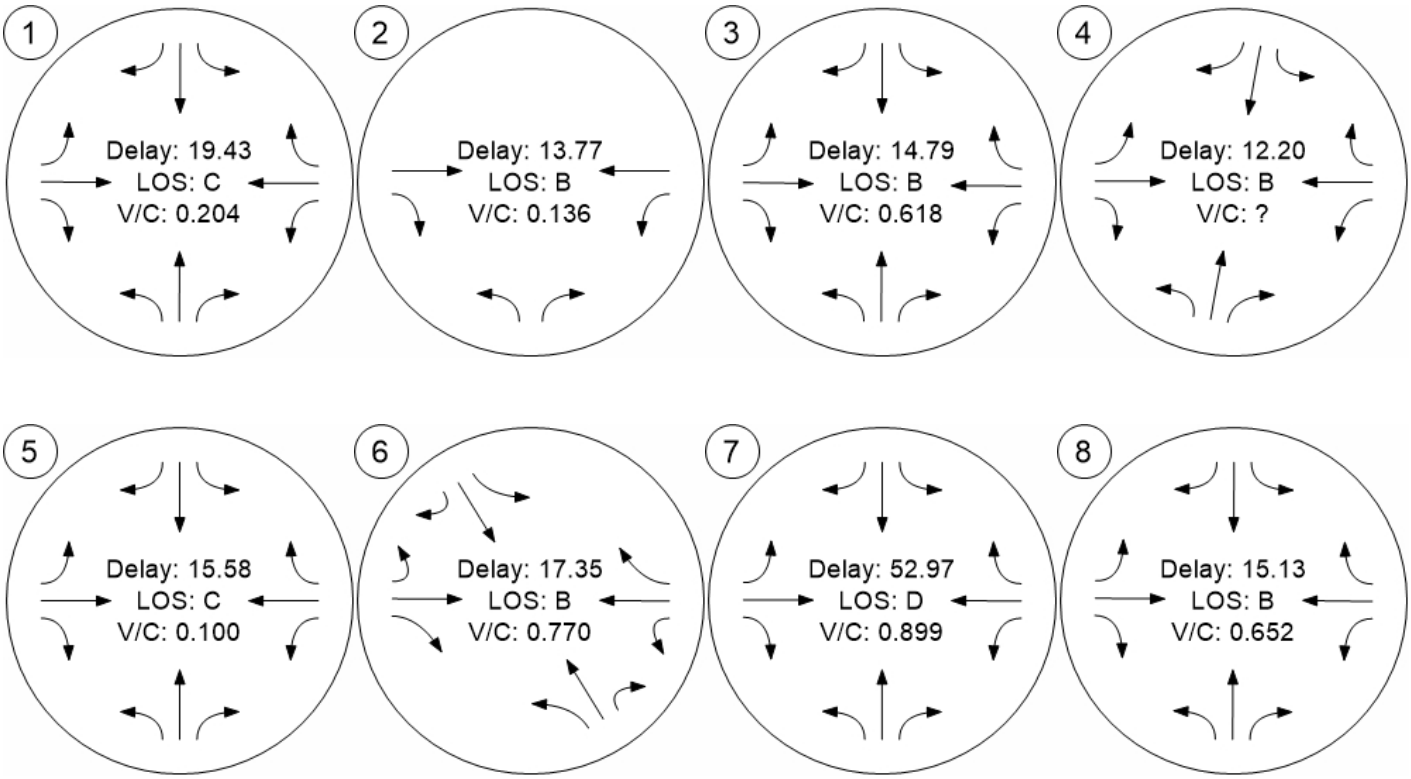
Traffic Volume - Base Volume





Traffic Conditions



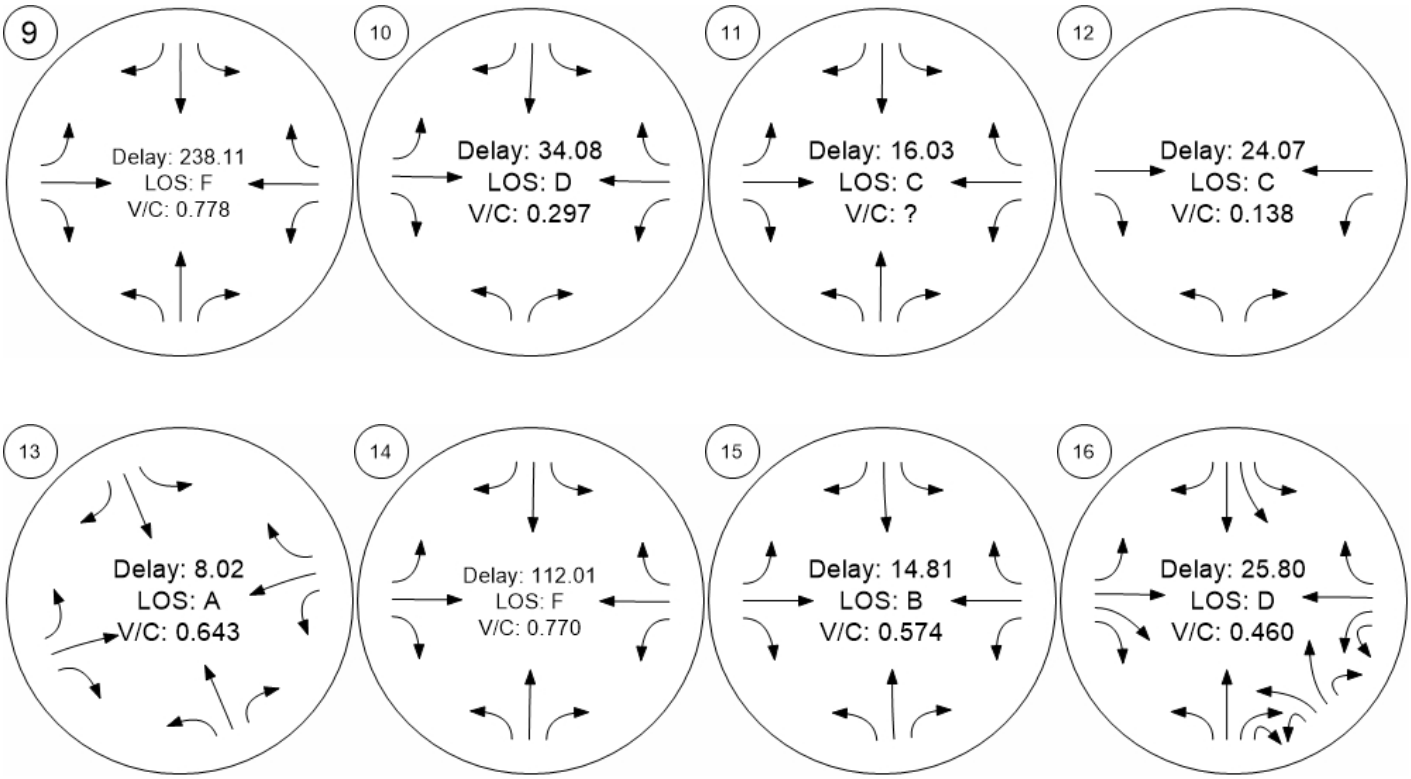


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Traffic Conditions



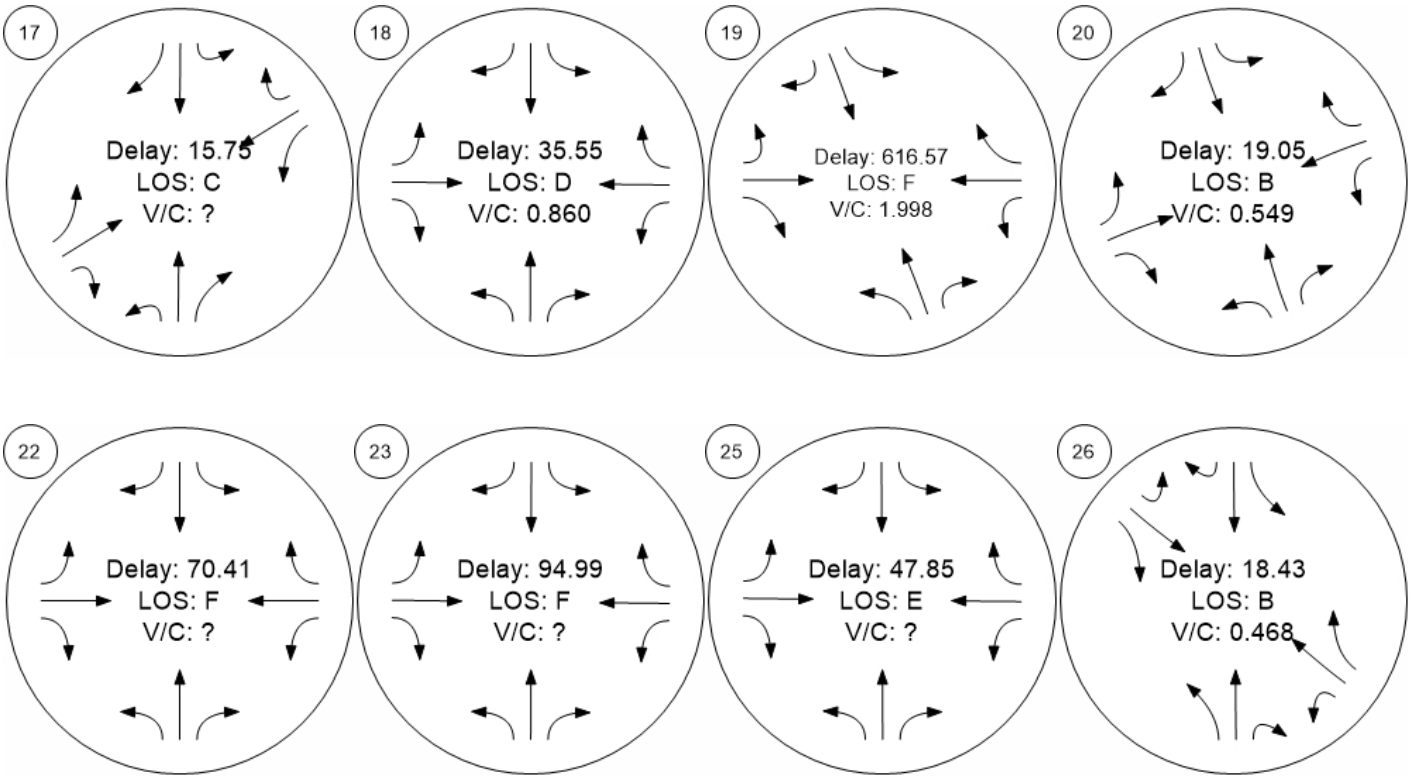


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Version 2026 (SP 0-4)

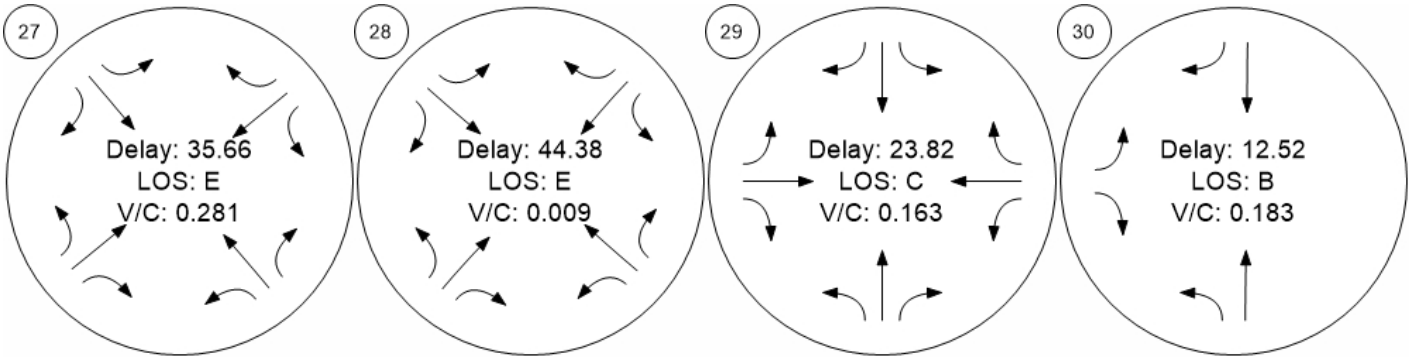
Traffic Conditions





Traffic Conditions





Intersection OR 207 & Highland Ave
Scenario Future PM Synchro HCM 7

Analyst KAI
Date 3/5/2026

Intersection Type: 4-Leg

	Eastbound (EB)							Westbound (WB)							Northbound (NB)							Southbound (SB)						
	Left Turn		Through				Right	Left Turn		Through				Right	Left Turn		Through				Right	Left Turn		Through				Right
	Prot	+Perm	with Permitted or Protected Turns		Thru Only		Prot	Prot	+Perm	with Permitted or Protected Turns		Thru Only		Prot	Prot	+Perm	with Permitted or Protected Turns		Thru Only		Prot	Prot	+Perm	with Permitted or Protected Turns			Thru Only	Prot
Lane Groups	✓	✓	-	-	✓	-	-	✓	✓	-	-	✓	-	-	✓	✓	-	-	✓	-	-	✓	✓	-	-	-	✓	✓
Protected Left Turn Type	Lag							Lag							Lag							Lag						
Phase #	1	6			6			5	2			2			7	4			4			3	8				8	*8*
Lane Group Volume (veh/h)	407				406			90				353			102				439			75					329	383
Effective Green	17.1	20.4			22.8			14.6	22.8			20.4			9.2	0			26.2			4.2	26.2				21.2	38.3
Adj Lane Group Volume (veh/h)	**377**	**30**			**406**			**63**	**27**			**353**			**102**	0			**439**			**26**	**49**				**329**	**383**
Permitted Left Effective Green (g_u)	-	**2.7**	-	-	-	-	-	-	**2.5**	-	-	-	-	-	-		-	-	-	-	-	-	**4.7**	-	-	-	-	-
Saturation Flow Rate (veh/h/ln)	1664	954			1736			1667	916			1661			1615	0			1657			1667	889				1695	1437
Lane Group v/s Flow Ratio	0.227	0.031	0.000	0.000	0.234	0.000		0.038	0.029	0.000	0.000	0.213	0.000		0.063	0.000	0.000	0.000	0.265	0.000		0.016	0.055	0.000	0.000	0.000	0.194	0.267
Critical Phases	✓											✓							✓			✓						
Barrier Flow Ratios$_{Crit. Move.}$	0.439 v/s														0.281 v/s													
∑ Flow Ratios$_{Crit. Move}$	0.720 v/s																											
No. Lost Time Cycles	2														2													
Lost Time (4 sec/lost time cycle)	16 sec																											
Cycle Time	86																											
HCM Xc	**0.884**																											

Calculation Section *(Auto-Populated)*

	0.439	3		B16	C16	F16		I16	J16	M16		0.281	6		P16	Q16	T16		W16	X16	AB16	AC16
Rule 1/2:	0.439	B16+ M16	3	0.264	0.256	0.439		0.069	0.272		0.000	0.281	W16+ T16	6	0.079	0.118	0.257		0.016	0.281		0.000
Rule 3: Permitted-Protected Lefts, Lead-Lead or Lag-Lag	0.258	✓	9									0.063	✓	9								
	0.067	✓	10									0.071	✓	10								
Rule 4: Permitted-Protected Lefts, Lead-Lag	0.000	n/a	11									0.000	n/a	11								
	0	n/a	12									0	n/a	12								

Intersection US 395 & Highland Ave
Scenario Existing PM Synchro HCM 7

Analyst KAI
Date 3/4/2026

Intersection Type: 4-Leg

	Eastbound (EB)							Westbound (WB)							Northbound (NB)							Southbound (SB)						
	Left Turn		Through				Right	Left Turn		Through				Right	Left Turn		Through				Right	Left Turn		Through				Right
	Prot	+Perm	with Permitted or Protected Turns			Thru Only	Prot	Prot	+Perm	with Permitted or Protected Turns		Thru Only	Prot		Prot	+Perm	with Permitted or Protected Turns		Thru Only	Prot		Prot	+Perm	with Permitted or Protected Turns		Thru Only	Prot	
Lane Groups	✓	✓	-	-	-	✓	✓	✓	✓	-	-	✓	-	-	✓	✓	-	-	✓	✓	-	✓	✓	-	-	✓	✓	-
Protected Left Turn Type	Lag							Lag							Lag							Lead						
Phase #	1	6				6	6	5	2			2			7	4			4	4		3	8			8	8	
Lane Group Volume (veh/h)	211					265	161	31				250			132				397	379		56				460	453	
Effective Green	10.5	15.5				15.5	38.7	10.5	15.5			15.5			23.2	0			51.8	51.8		4.2	0			32.9	32.9	
Adj Lane Group Volume (veh/h)	**211**	0				**265**	**161**	**31**	0			**250**			**132**	0			**397**	**379**		**56**	0			**460**	**453**	
Permitted Left Effective Green (g_u)	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-
Saturation Flow Rate (veh/h/ln)	1628	1032				1682	1425	1602	865			1540			1628	0			1629	1559		1667	0			1553	1533	
Lane Group v/s Flow Ratio	0.130	0.000	0.000	0.000	0.000	0.158	0.113	0.019	0.000	0.000	0.000	0.162	0.000		0.081	0.000	0.000	0.000	0.244	0.243		0.034	0.000	0.000	0.000	0.296	0.295	
Critical Phases	✓											✓			✓											✓		
Barrier Flow Ratios$_{Crit. Move.}$	0.292 v/s														0.377 v/s													
∑ Flow Ratios$_{Crit. Move}$	0.669 v/s																											
No. Lost Time Cycles	2														2													
Lost Time (4 sec/lost time cycle)	16 sec																											
Cycle Time	100																											
HCM Xc	**0.797**																											

Calculation Section *(Auto-Populated)*

	0.292	3		B16	C16	G16	H16	I16	J16	M16		0.377	3		P16	Q16	T16		W16	X16	AA16	
Rule 1/2:	0.292	B16+M16	3	0.149	0.130	0.292		0.019	0.177		0.000	0.377	P16+A16	3	0.115	0.081	0.377		0.034	0.277		0.000
Rule 3: Permitted-Protected Lefts, Lead-Lead or Lag-Lag	0.13	✓	9									0	n/a	9								
	0.019	✓	10									0	n/a	10								
Rule 4: Permitted-Protected Lefts, Lead-Lag	0.000	n/a	11									0.115	✓	11								
	0	n/a	12									0.115	✓	12								

Number	ID	Intersection	Movement	Storage (ft)	95th-Percentile Queue (ft)
1	999110638	NE 4th St/Punkin Center	NBL	125	<25
			NBTR	>500	<25
			SBLTR	>500	<25
			EBLTR	>500	<25
			WBLTR	>500	<25
2	999110639	NE 10th St/Punkin Center	NBLR	>500	<25
			EBTR	>500	<25
			WBLT	>500	<25
3	38434	US 395/Theater Ln	NBL	200	<25
			NBT	>500	175
			NBTR	>500	175
			SBL	225	<25
			SBT	>500	200
			SBTR	>500	200
			EBL	100	<25
			EBTR	>500	75
			WBL	100	50
			WBTR	>500	75
4	999110644	NE 4th St/E Theater Ln	NBL	75	<25
			NBTR	>500	75
			SBL	100	<25
			SBTR	>500	50
			EBLTR	>500	75
			WBLTR	>500	50
5	999110641	NE 10th St/E Theater Ln	NBLTR	>500	<25
			SBLTR	>500	<25
			EBLTR	>500	<25
			WBLTR	>500	<25
6	22317	OR 207/1st Pl	NBLTR	>500	75

			SBLTR	>500	300
			EBL	***200***	***225***
			EBTR	>500	300
			WBL	200	<25
			WBTR	>500	225
7	22318	US 395/ OR 207	NBL[1]	125	150
			NBT	>1000	625
			NBTR	>1000	600
			SBL[1]	175	225
			SBT	>1000	725
			SBTR	>1000	700
			EBL[1]	225	325
			EBT	>500	425
			EBR	325	100
			WBL	345	225
			WBTR	>500	500
8	12824	OR 207/ NE 4th St	NBL	100	50
			NBTR	>500	100
			SBL	150	50
			SBTR	>500	75
			EBL	200	<25
			EBTR	>500	150
			WBL	200	<25
			WBTR	>500	150
9	999110655	OR 207/ NE 10th St	NBLTR	>500	300
			SBLTR	>500	200
			EBL	325	<25
			EBTR	>500	<25
			WBL	350	<25
			WBTR	>500	<25

10	999110670	OR 207/E Diagonal Rd	NBL	100	50
			NBR	150	<25
			SBLTR	>500	<25
			EBTL	>500	<25
			EBR	200	<25
			WBL	300	<25
			WBTR	>500	<25
11	999110645	NE 4th St/E Jennie Ave	NBLTR	>500	150
			SBLTR	>500	125
			EBLTR	>500	<25
			WBLTR	>500	<25
12	999110657	SW 7th St/W Hermiston Ave	NBLR	>500	50
			EBTR	>500	<25
			WBTL	>500	<25
13	12828	Hermiston Ave/N 1st Pl	NBL	100	<25
			NBTR	300	50
			SBL	50	<25
			SBTR	>500	50
			EBL	100	<25
			EBTR	225	50
			WBL	75	<25
			WBTR	350	75
14	12830	US 395/Gladys Ave	NBL	75	50
			NBT	***250***	***325***
			NBTR	***250***	***325***
			SBL	75	25
			SBT	1500	350
			SBTR	1500	350
			EBL	***75***	***300***
			EBTR	***350***	***750***

			WBL	75	<25
			WBTR	***300***	***750***
15	110035	US 395/Main St	NBL	75	<25
			NBT	***275***	***300***
			NBTR	***275***	***300***
			SBL	75	<25
			SBT	250	250
			SBTR	250	250
			EBLTR	225	225
			WBLTR	300	225
16	999110647	7th St/E Main Street	NBLTRR	250	<25
			SBLLTR	>500	<25
			EBLLTR	375	<25
			WBLTRR	>500	<25
			SWLLTR	>500	<25
17	999110636	NE 10th St/Diagonal Rd	NBLTR	>500	125
			SBLTR	>500	75
			EBLTR	>500	<25
			WBLTR	>500	75
18	110036	OR 207/W Orchard Ave	NBL	225	<25
			NBTR	>1000	675
			SBL	200	<25
			SBTR	***>500***	***550***
			EBLTR	>500	100
			WBLTR	>500	300
19	999110648	S 1st St/W Orchard Ave	NBTL	>500	<25
			NBR	100	75
			SBLTR	***200***	***375***
			EBLTR	>500	<25
			WBLTR	125	<25

20	24597	US 395/Orchard Ave	NBL	125	50
			NBT	300	275
			NBTR	300	275
			SBL	75	<25
			SBT	275	275
			SBTR	275	275
			EBL	***100***	***200***
			EBTR	***125***	***275***
			WBL	75	<25
			WBTR	250	125
21	19733	OR 207/Highland Ave	NBL	200	100
			NBTR	>500	425
			SBL	150	75
			SBT	>500	275
			SBR	***150***	***375***
			EBL[1]	200	325
			EBTR	>500	175
			WBL	100	50
			WBTR	>500	375
22	999110650	SW 7th St/W Highland Ave	NBLTR	>500	75
			SBLTR	475	100
			EBLTR	>500	325
			WBLTR	1200	525
23	999110651	S 1st St/Highland Ave	NBL	125	<25
			NBTR	>500	50
			SBL	175	<25
			SBTR	>500	75
			EBL	150	<25
			EBTR	>500	425
			WBL	150	<25

			WBTR	***675***	***700***
24	12829	US 395/Highland Ave	NBL	150	100
			NBT	>500	275
			NBTR	>500	275
			SBL	125	50
			SBT	1600	725
			SBTR	1600	700
			EBL	225	75
			EBT	>500	125
			EBR	250	50
			WBL	100	<25
			WBTR	400	150
25	999110652	SE 4th St/E Highland Ave	NBLTR	500	350
			SBLTR	>500	225
			EBLTR	400	175
			WBLTR	375	125
26	12825	US 395/SE 4th St	NBLTR	>500	225
			SBLTR	500	300
			EBL	150	<25
			EBT	>500	150
			EBR	>500	<25
			WBL	100	<25
			WBT	>500	200
			WBTR	>500	175
27	999110640	US 395/ Port Dr	NBL	100	<25
			NBT	>500	<25
			NBR	150	<25
			SBL	100	<25
			SBT	>500	<25
			SBTR	>500	<25

			EBLTR	>500	<25
			WBLTR	350	50
28	999110635	US 395/ Airport Rd	NBL	150	<25
			NBT	>500	<25
			NBR	175	<25
			SBL	150	<25
			SBT	>500	<25
			SBTR	>500	<25
			EBLTR	>500	50
			WBL	100	<25
			WBTR	>500	<25
29	999110671	OR 207/Gettman Rd	NBLTR	>500	<25
			SBLTR	>500	<25
			EBLTR	>500	<25
			WBLTR	>500	<25
30	999110672	Gettman Rd/1st St	NBTL	>500	<25
			SBTR	>500	<25
			EBLR	>500	<25

Note that 95th percentile queue lengths have been rounded up to the nearest car length, assuming one vehicle equals 25 feet. Cells in the table above that are **bolded**, *italicized*, and highlighted indicate an intersection or lane group's 95th percentile queue exceeds its storage space.

[1]Left turn storage pockets back up into a two way left turn median and as such would have adequate spillover storage space that would function like a standard turn pocket

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Scenario 3 NE Qudrant Adjusted Growth Rates
3/17/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	NE 4th St/Punkin Center Rd	Two-way stop	HCM 7th Edition	NB Left	0.266	23.8	C
2	NE 10th St/Punkin Center	Two-way stop	HCM 7th Edition	NB Left	0.187	15.9	C
3	US 395/Theater Ln	Signalized	HCM 7th Edition	WB Left	0.623	15.1	B
4	NE 4th St/E Theater Ln	All-way stop	HCM 7th Edition	NB Thru	0.535	14.4	B
5	NE 10th St/E Theater Ln	Two-way stop	HCM 7th Edition	EB Left	0.138	18.3	C
6	OR 207/1st Pl	Signalized	HCM 7th Edition	SB Right	0.770	17.4	B
7	US 395/Elm Ave	Signalized	HCM 7th Edition	EB Left	0.942	70.5	E
8	OR 207/NE 4th St	Signalized	HCM 7th Edition	SB Left	0.695	17.9	B
9	NE 10th St/OR 207	Two-way stop	HCM 7th Edition	NB Left	2.127	999.8	F
10	OR 207/E Diagonal Rd	Two-way stop	HCM 7th Edition	NB Left	0.487	58.3	F
11	NE 4th St/E Jennie Ave	All-way stop	HCM 7th Edition	NB Thru	0.791	21.7	C
14	US 395/Gladys Ave	Signalized	HCM 7th Edition	WB Thru	0.814	138.3	F
15	US 395/Main St	Signalized	HCM 7th Edition	EB Thru	0.598	16.2	B
17	NE 10th St/Diagonal Rd	All-way stop	HCM 7th Edition	NB Thru	0.834	24.7	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 1: NE 4th St/Punkin Center Rd

Control Type:	Two-way stop	Delay (sec / veh):	23.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.266

Intersection Setup

Name	NE 4th St			NE 4th St			Punkin Center Rd			Punkin Center Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			35.00			45.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	NE 4th St			NE 4th St			Punkin Center Rd			Punkin Center Rd		
Base Volume Input [veh/h]	66	23	47	3	16	8	26	361	95	33	227	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	0.00	8.00	0.00	0.00	0.00	0.00	3.00	3.00	0.00	5.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	23	47	3	16	8	26	361	95	33	227	6
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	6	12	1	4	2	7	95	25	9	60	2
Total Analysis Volume [veh/h]	69	24	49	3	17	8	27	380	100	35	239	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.08	0.08	0.01	0.06	0.01	0.02	0.00	0.00	0.03	0.00	0.00
d_M, Delay for Movement [s/veh]	23.83	18.48	12.37	21.53	18.73	10.46	7.73	0.00	0.00	8.33	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.04	0.56	0.56	0.27	0.27	0.27	0.05	0.05	0.05	0.06	0.06	0.06
95th-Percentile Queue Length [ft/ln]	26.04	14.11	14.11	6.76	6.76	6.76	1.19	1.19	1.19	1.49	1.49	1.49
d_A, Approach Delay [s/veh]	18.97			16.67			0.41			1.04		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	3.83											
Intersection LOS	C											

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Intersection Level Of Service Report
Intersection 2: NE 10th St/Punkin Center

Control Type:	Two-way stop	Delay (sec / veh):	15.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.187

Intersection Setup

Name	NE 10th St		Punkin Center Rd		Punkin Center Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	NE 10th St		Punkin Center Rd		Punkin Center Rd	
Base Volume Input [veh/h]	75	25	330	91	16	234
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	7.00	5.00	4.00	0.00	8.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	25	330	91	16	234
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	7	86	24	4	61
Total Analysis Volume [veh/h]	78	26	344	95	17	244
Pedestrian Volume [ped/h]	0		0		0	

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Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.04	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	15.89	12.86	0.00	0.00	8.20	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.86	0.86	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	21.57	21.57	0.00	0.00	0.71	0.71
d_A, Approach Delay [s/veh]	15.13		0.00		0.53	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.13					
Intersection LOS	C					

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Intersection Level Of Service Report
Intersection 3: US 395/Theater Ln

Control Type:	Signalized	Delay (sec / veh):	15.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.623

Intersection Setup

Name	US 395			US 395			Theater Ln			Theater Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	225.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	US 395			US 395			Theater Ln			Theater Ln		
Base Volume Input [veh/h]	116	817	83	53	963	44	43	65	100	76	66	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	5.00	0.00	2.00	5.00	3.00	0.00	2.00	0.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	116	817	83	53	963	44	43	65	100	76	66	76
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	224	23	15	265	12	12	18	27	21	18	21
Total Analysis Volume [veh/h]	127	898	91	58	1058	48	47	71	110	84	73	84
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow	Yes			Yes			No			No		
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	25.0	55.0	0.0	25.0	55.0	0.0	0.0	35.0	0.0	0.0	35.0	0.0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	15.0	0.0	0.0	13.0	0.0	0.0	20.0	0.0	0.0	22.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9.0	14.0	0.0	9.0	14.0	0.0	0.0	14.0	0.0	0.0	14.0	0.0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5.0	10.0	0.0	5.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Calculated Cycle Length [s]	47	47	47	47	47	47	47	47	47	47
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23.7	17.5	17.5	23.7	19.2	19.2	10.9	10.9	10.9	10.9
g / C, Green / Cycle	0.51	0.38	0.38	0.51	0.41	0.41	0.23	0.23	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.17	0.30	0.30	0.07	0.33	0.33	0.03	0.12	0.06	0.10
s, saturation flow rate [veh/h]	721	1681	1627	849	1681	1655	1249	1556	1203	1574
c, Capacity [veh/h]	373	631	611	434	691	680	341	364	314	369
d1, Uniform Delay [s]	13.14	12.97	12.97	11.59	12.10	12.11	17.55	15.48	18.85	15.20
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.54	2.34	2.42	0.14	2.28	2.33	0.18	1.05	0.45	0.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.80	0.80	0.13	0.81	0.81	0.14	0.50	0.27	0.43
d, Delay for Lane Group [s/veh]	13.68	15.30	15.39	11.73	14.39	14.43	17.73	16.53	19.30	15.98
Lane Group LOS	B	B	B	B	B	B	B	B	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.31	3.65	3.55	0.15	4.21	4.15	0.43	1.59	0.81	1.35
50th-Percentile Queue Length [ft/ln]	7.70	91.31	88.82	3.85	105.16	103.84	10.65	39.86	20.35	33.68
95th-Percentile Queue Length [veh/ln]	0.55	6.57	6.40	0.28	7.57	7.48	0.77	2.87	1.46	2.42
95th-Percentile Queue Length [ft/ln]	13.86	164.36	159.88	6.93	189.25	186.91	19.17	71.75	36.62	60.62

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Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	13.68	15.34	15.39	11.73	14.41	14.43	17.73	16.53	16.53	19.30	15.98	15.98
Movement LOS	B	B	B	B	B	B	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	15.16			14.28			16.78			17.13		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	15.09											
Intersection LOS	B											
Intersection V/C	0.623											

Emissions

Vehicle Miles Traveled [mph]	9.41	37.24	36.08	3.11	29.86	29.42	2.69	10.35	5.39	10.07
Stops [stops/h]	23.76	281.85	274.17	11.89	324.59	320.51	32.87	123.04	62.80	103.95
Fuel consumption [US gal/h]	0.97	6.35	6.17	0.35	5.21	5.14	0.42	1.55	0.81	1.36
CO [g/h]	67.92	443.56	431.28	24.21	364.23	359.60	29.12	108.10	56.83	95.20
NOx [g/h]	13.21	86.30	83.91	4.71	70.87	69.97	5.67	21.03	11.06	18.52
VOC [g/h]	15.74	102.80	99.95	5.61	84.41	83.34	6.75	25.05	13.17	22.06

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	15.19	15.19	15.19	15.19
l_p,int, Pedestrian LOS Score for Intersectio	3.078	2.832	2.185	2.097
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2358	2358	1500	1500
d_b, Bicycle Delay [s]	0.75	0.75	1.46	1.46
l_b,int, Bicycle LOS Score for Intersection	2.480	2.520	1.936	1.957
Bicycle LOS	B	B	A	A

Sequence

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



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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 4: NE 4th St/E Theater Ln

Control Type:	All-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.535

Intersection Setup

Name	NE 4th St			NE 4th St			E Theater Ln			E Theater Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	NE 4th St			NE 4th St			E Theater Ln			E Theater Ln		
Base Volume Input [veh/h]	143	202	71	16	120	42	44	126	126	30	128	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00	0.00	6.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	202	71	16	120	42	44	126	126	30	128	17
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	55	20	4	33	12	12	35	35	8	35	5
Total Analysis Volume [veh/h]	157	222	78	18	132	46	48	138	138	33	141	19
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	509	564	480	528	606	558
Degree of Utilization, x	0.31	0.53	0.04	0.34	0.53	0.35

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.30	3.12	0.12	1.48	3.16	1.53
95th-Percentile Queue Length [ft]	32.49	77.88	2.92	36.92	79.08	38.35
Approach Delay [s/veh]	15.00		12.73		15.56	12.82
Approach LOS	C		B		C	B
Intersection Delay [s/veh]	14.41					
Intersection LOS	B					

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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 5: NE 10th St/E Theater Ln

Control Type:	Two-way stop	Delay (sec / veh):	18.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.138

Intersection Setup

Name	NE 10th St			NE 10th St			E Theater Ln			E Theater Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			20.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	NE 10th St			NE 10th St			E Theater Ln			E Theater Ln		
Base Volume Input [veh/h]	37	192	3	11	218	60	39	8	52	4	17	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.00	7.00	0.00	17.00	7.00	3.00	0.00	0.00	15.00	0.00	0.00	10.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	192	3	11	218	60	39	8	52	4	17	18
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	56	1	3	64	18	11	2	15	1	5	5
Total Analysis Volume [veh/h]	44	226	4	13	256	71	46	9	61	5	20	21
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.01	0.00	0.00	0.14	0.02	0.08	0.02	0.06	0.03
d_M, Delay for Movement [s/veh]	8.01	0.00	0.00	7.89	0.00	0.00	18.27	17.04	12.50	17.19	15.81	10.37
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	B
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.08	0.02	0.02	0.02	0.96	0.96	0.96	0.32	0.32	0.32
95th-Percentile Queue Length [ft/ln]	1.89	1.89	1.89	0.57	0.57	0.57	24.03	24.03	24.03	8.08	8.08	8.08
d_A, Approach Delay [s/veh]	1.29			0.30			15.14			13.48		
Approach LOS	A			A			C			B		
d_I, Intersection Delay [s/veh]	3.65											
Intersection LOS	C											

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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 6: OR 207/1st Pl

Control Type:	Signalized	Delay (sec / veh):	17.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.770

Intersection Setup

Name	1st Pl			1st Pl			OR 207			OR 207		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	1st Pl			1st Pl			OR 207			OR 207		
Base Volume Input [veh/h]	14	61	36	101	139	159	275	646	16	7	437	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	4.00	2.00	1.00	2.00	0.00	3.00	0.00	17.00	5.00	3.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	61	36	101	139	159	275	646	16	7	437	78
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	16	10	27	37	42	73	172	4	2	116	21
Total Analysis Volume [veh/h]	15	65	38	107	148	169	293	687	17	7	465	83
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow							No			No		
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Maximum Green [s]	0.0	30.0	0.0	0.0	30.0	0.0	0.0	40.0	0.0	0.0	40.0	0.0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	27.0	0.0	0.0	25.0	0.0	0.0	23.0	0.0	0.0	21.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	0.0	14.0	0.0	0.0	14.0	0.0	0.0	14.0	0.0	0.0	14.0	0.0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	C
C, Calculated Cycle Length [s]	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	22.0	22.0	40.5	40.5	40.5	40.5
g / C, Green / Cycle	0.31	0.31	0.57	0.57	0.57	0.57
(v / s)_i Volume / Saturation Flow Rate	0.07	0.27	0.40	0.41	0.01	0.33
s, saturation flow rate [veh/h]	1583	1525	873	1701	654	1637
c, Capacity [veh/h]	551	540	416	977	281	941
d1, Uniform Delay [s]	17.99	22.97	21.73	10.88	18.80	9.59
k, delay calibration	0.11	0.20	0.16	0.26	0.11	0.16
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.19	4.58	3.17	2.42	0.04	0.83
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.21	0.79	0.70	0.72	0.02	0.58
d, Delay for Lane Group [s/veh]	18.18	27.55	24.90	13.31	18.84	10.42
Lane Group LOS	B	C	C	B	B	B
Critical Lane Group	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.35	7.02	4.62	7.20	0.08	4.70
50th-Percentile Queue Length [ft/ln]	33.69	175.54	115.55	179.99	2.08	117.61
95th-Percentile Queue Length [veh/ln]	2.43	11.37	8.15	11.60	0.15	8.26
95th-Percentile Queue Length [ft/ln]	60.64	284.18	203.69	290.00	3.74	206.53

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Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.18	18.18	18.18	27.55	27.55	27.55	24.90	13.31	13.31	18.84	10.42	10.42
Movement LOS	B	B	B	C	C	C	C	B	B	B	B	B
d_A, Approach Delay [s/veh]	18.18			27.55			16.72			10.53		
Approach LOS	B			C			B			B		
d_I, Intersection Delay [s/veh]	17.35											
Intersection LOS	B											
Intersection V/C	0.770											

Emissions

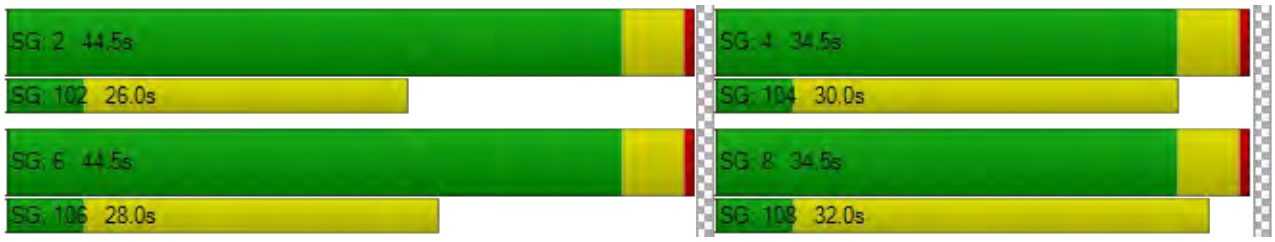
Vehicle Miles Traveled [mph]	5.78	21.60	17.72	42.58	0.47	36.66
Stops [stops/h]	68.82	358.59	236.04	367.68	4.24	240.25
Fuel consumption [US gal/h]	1.17	4.72	3.52	5.69	0.07	4.00
CO [g/h]	82.09	330.24	245.94	397.81	4.86	279.52
NOx [g/h]	15.97	64.25	47.85	77.40	0.95	54.38
VOC [g/h]	19.03	76.54	57.00	92.20	1.13	64.78

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.82	26.82	26.82	26.82
l_p,int, Pedestrian LOS Score for Intersectio	1.879	2.472	2.486	2.532
Crosswalk LOS	A	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	851	851	1135	1135
d_b, Bicycle Delay [s]	11.63	11.63	6.59	6.59
l_b,int, Bicycle LOS Score for Intersection	1.754	2.259	3.205	2.475
Bicycle LOS	A	B	C	B

Sequence

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



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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 7: US 395/Elm Ave

Control Type:	Signalized	Delay (sec / veh):	70.5
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.942

Intersection Setup

Name	US 395			US 395			Elm Ave			Elm Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	175.00	100.00	100.00	225.00	100.00	325.00	225.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			30.00			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US 395			US 395			Elm Ave			Elm Ave		
Base Volume Input [veh/h]	80	848	129	135	905	226	281	327	133	241	293	104
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	2.00	12.00	6.00	3.00	2.00	2.00	2.00	1.00	11.00	4.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	848	129	135	905	226	281	327	133	241	293	104
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	230	35	37	246	61	76	89	36	65	80	28
Total Analysis Volume [veh/h]	87	922	140	147	984	246	305	355	145	262	318	113
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Version 2026 (SP 0-4)

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Overlap	ProtPer	Permiss	Permiss
Flashing Yellow Arrow							Yes			Yes		
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Maximum Green [s]	25.0	55.0	0.0	25.0	55.0	0.0	25.0	45.0	45.0	25.0	45.0	0.0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.5	0.5	0.5	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	17.0	0.0	0.0	20.0	0.0	0.0	22.0	22.0	0.0	22.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9.0	14.0	0.0	9.0	14.0	0.0	9.0	14.0	14.0	9.0	14.0	0.0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5.0	10.0	0.0	5.0	10.0	0.0	5.0	8.0	8.0	5.0	8.0	0.0
Vehicle Extension [s]	2.5	6.1	0.0	2.5	6.1	0.0	2.5	2.5	2.5	2.5	2.5	0.0
Minimum Recall	No	Yes		No	Yes		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Calculated Cycle Length [s]	152	152	152	152	152	152	152	152	152	152	152
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	10.6	53.1	53.1	16.5	59.0	59.0	66.3	34.0	84.9	66.3	42.6
g / C, Green / Cycle	0.07	0.35	0.35	0.11	0.39	0.39	0.44	0.22	0.56	0.44	0.28
(v / s)_i Volume / Saturation Flow Rate	0.05	0.32	0.32	0.09	0.37	0.37	0.41	0.21	0.10	0.32	0.27
s, saturation flow rate [veh/h]	1588	1722	1644	1588	1709	1593	1201	1722	1476	989	1620
c, Capacity [veh/h]	110	602	575	172	664	619	322	385	825	358	454
d1, Uniform Delay [s]	69.58	46.93	46.96	66.53	45.11	45.42	60.08	57.66	16.65	52.41	53.60
k, delay calibration	0.08	0.47	0.47	0.10	0.50	0.50	0.35	0.22	0.12	0.38	0.38
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.90	18.35	19.19	10.27	25.13	28.46	30.70	16.43	0.12	9.59	26.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.90	0.90	0.85	0.95	0.96	0.95	0.92	0.18	0.73	0.95
d, Delay for Lane Group [s/veh]	78.47	65.28	66.15	76.80	70.23	73.88	90.78	74.10	16.76	62.00	79.88
Lane Group LOS	E	E	E	E	E	E	F	E	B	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.60	22.37	21.52	6.12	27.68	26.78	10.29	15.22	2.62	8.01	19.46
50th-Percentile Queue Length [ft/ln]	90.02	559.15	538.09	152.97	691.91	669.48	257.32	380.49	65.39	200.21	486.42
95th-Percentile Queue Length [veh/ln]	6.48	30.12	29.13	10.18	36.30	35.27	15.55	21.62	4.71	12.65	26.69
95th-Percentile Queue Length [ft/ln]	162.03	753.05	728.31	254.39	907.61	881.65	388.86	540.44	117.70	316.24	667.27

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Version 2026 (SP 0-4)

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	78.47	65.64	66.15	76.80	71.53	73.88	90.78	74.10	16.76	62.00	79.88	79.88
Movement LOS	E	E	E	E	E	E	F	E	B	E	E	E
d_A, Approach Delay [s/veh]	66.67			72.51			70.09			73.12		
Approach LOS	E			E			E			E		
d_I, Intersection Delay [s/veh]	70.47											
Intersection LOS	E											
Intersection V/C	0.942											

Emissions

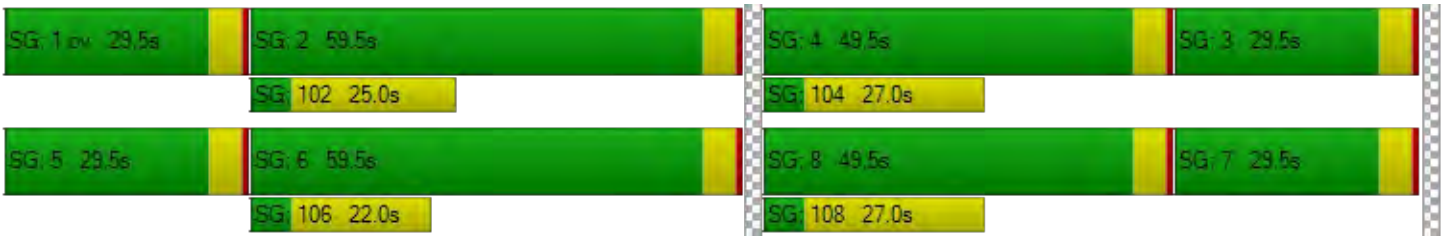
Vehicle Miles Traveled [mph]	5.00	31.19	29.82	7.99	34.42	32.47	29.14	33.91	13.85	23.48	38.62
Stops [stops/h]	85.32	529.99	510.03	145.00	655.84	634.57	243.91	360.65	61.98	189.77	461.05
Fuel consumption [US gal/h]	2.22	12.39	11.96	3.43	14.09	13.82	7.88	8.26	1.36	5.32	11.14
CO [g/h]	155.27	865.80	835.89	239.56	984.59	965.83	550.77	577.43	94.73	371.86	778.88
NOx [g/h]	30.21	168.45	162.63	46.61	191.57	187.92	107.16	112.35	18.43	72.35	151.54
VOC [g/h]	35.99	200.66	193.73	55.52	228.19	223.84	127.65	133.82	21.96	86.18	180.51

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	67.23	67.23	67.23	67.23
l_p,int, Pedestrian LOS Score for Intersectio	3.279	2.949	2.453	2.400
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	724	724	592	592
d_b, Bicycle Delay [s]	30.92	30.92	37.63	37.63
l_b,int, Bicycle LOS Score for Intersection	2.508	2.696	2.888	2.703
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	-	4	3	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	7	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 8: OR 207/NE 4th St

Control Type:	Signalized	Delay (sec / veh):	17.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.695

Intersection Setup

Name	NE 4th St			NE 4th St			OR 207			OR 207		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	NE 4th St			NE 4th St			OR 207			OR 207		
Base Volume Input [veh/h]	107	234	78	78	178	57	82	329	99	69	342	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	4.00	2.00	6.00	3.00	13.00	2.00	11.00	2.00	5.00	17.00	19.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	107	234	78	78	178	57	82	329	99	69	342	55
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	65	22	22	49	16	23	91	28	19	95	15
Total Analysis Volume [veh/h]	119	260	87	87	198	63	91	366	110	77	380	61
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Generated with PTV VISTRO
Version 2026 (SP 0-4)

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Flashing Yellow Arrow	No			No			Yes			Yes		
Signal Group	0	8	0	0	4	0	1	6	0	5	2	0
Auxiliary Signal Groups												
Maximum Green [s]	0.0	25.0	0.0	0.0	25.0	0.0	15.0	40.0	0.0	15.0	40.0	0.0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	17.0	0.0	0.0	17.0	0.0	0.0	15.0	0.0	0.0	12.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	0.0	14.0	0.0	0.0	14.0	0.0	9.0	14.0	0.0	9.0	14.0	0.0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0.0	10.0	0.0	0.0	10.0	0.0	5.0	10.0	0.0	5.0	10.0	0.0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

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Version 2026 (SP 0-4)

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Calculated Cycle Length [s]	51	51	51	51	51	51	51	51
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16.8	16.8	16.8	16.8	22.3	18.5	22.3	17.9
g / C, Green / Cycle	0.33	0.33	0.33	0.33	0.44	0.36	0.44	0.35
(v / s)_i Volume / Saturation Flow Rate	0.11	0.21	0.10	0.16	0.11	0.31	0.10	0.30
s, saturation flow rate [veh/h]	1109	1623	1000	1639	1086	1535	1017	1479
c, Capacity [veh/h]	365	534	287	539	352	554	327	516
d1, Uniform Delay [s]	18.26	14.64	20.42	13.69	16.53	15.13	16.83	15.44
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.52	1.34	0.59	0.67	0.39	4.01	0.37	4.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.33	0.65	0.30	0.48	0.26	0.86	0.24	0.85
d, Delay for Lane Group [s/veh]	18.77	15.98	21.01	14.36	16.92	19.14	17.19	19.60
Lane Group LOS	B	B	C	B	B	B	B	B
Critical Lane Group	No	Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.21	3.23	0.95	2.23	0.39	4.58	0.39	4.74
50th-Percentile Queue Length [ft/ln]	30.25	80.81	23.74	55.87	9.86	114.45	9.69	118.45
95th-Percentile Queue Length [veh/ln]	2.18	5.82	1.71	4.02	0.71	8.09	0.70	8.31
95th-Percentile Queue Length [ft/ln]	54.44	145.45	42.73	100.57	17.74	202.18	17.44	207.69

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Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.77	15.98	15.98	21.01	14.36	14.36	16.92	19.14	19.14	17.19	19.60	19.60
Movement LOS	B	B	B	C	B	B	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	16.69			16.02			18.78			19.24		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	17.89											
Intersection LOS	B											
Intersection V/C	0.695											

Emissions

Vehicle Miles Traveled [mph]	5.04	14.70	4.02	12.07	4.35	22.74	4.20	24.07
Stops [stops/h]	85.15	227.47	66.82	157.28	27.75	322.18	27.28	333.43
Fuel consumption [US gal/h]	1.01	2.66	0.81	1.91	0.74	5.83	0.56	4.12
CO [g/h]	70.46	186.08	56.57	133.45	51.83	407.78	39.35	288.02
NOx [g/h]	13.71	36.20	11.01	25.97	10.08	79.34	7.66	56.04
VOC [g/h]	16.33	43.13	13.11	30.93	12.01	94.51	9.12	66.75

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	17.37	17.37	17.37	17.37
l_p,int, Pedestrian LOS Score for Intersectio	2.236	2.227	2.570	2.322
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	977	977	1564	1564
d_b, Bicycle Delay [s]	6.69	6.69	1.22	1.22
l_b,int, Bicycle LOS Score for Intersection	2.329	2.134	2.495	2.414
Bicycle LOS	B	B	B	B

Sequence

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



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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 9: NE 10th St/OR 207

Control Type:	Two-way stop	Delay (sec / veh):	999.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.127

Intersection Setup

Name	NE 10th St			NE 10th St			OR 207			OR 207		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	325.00	100.00	100.00	350.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	NE 10th St			NE 10th St			OR 207			OR 207		
Base Volume Input [veh/h]	81	112	8	47	102	28	68	500	113	17	333	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	20.00	0.00	2.00	0.00	0.00	6.00	0.00	0.00	11.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	112	8	47	102	28	68	500	113	17	333	29
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	31	2	13	28	8	19	137	31	5	91	8
Total Analysis Volume [veh/h]	89	123	9	52	112	31	75	549	124	19	366	32
Pedestrian Volume [ped/h]	0			0			0			0		

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Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	2.13	0.73	0.02	1.30	0.70	0.05	0.06	0.01	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	999.85	935.03	921.59	632.84	565.10	547.97	8.28	0.00	0.00	8.96	0.00	0.00
Movement LOS	F	F	F	F	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	21.81	21.81	21.81	16.83	16.83	16.83	0.20	0.00	0.00	0.06	0.00	0.00
95th-Percentile Queue Length [ft/ln]	545.15	545.15	545.15	420.78	420.78	420.78	5.12	0.00	0.00	1.57	0.00	0.00
d_A, Approach Delay [s/veh]	960.59			580.44			0.83			0.41		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	206.37											
Intersection LOS	F											

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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 10: OR 207/E Diagonal Rd

Control Type:	Two-way stop	Delay (sec / veh):	58.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.487

Intersection Setup

Name	E Diagonal Rd			E Diagonal Rd			OR 207			OR 207		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	200.00	300.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	E Diagonal Rd			E Diagonal Rd			OR 207			OR 207		
Base Volume Input [veh/h]	59	0	195	0	0	3	3	358	138	234	320	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	2.00	0.00	0.00	0.00	0.00	0.00	8.00	0.00	1.00	12.00	33.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	0	195	0	0	3	3	358	138	234	320	5
Peak Hour Factor	0.9700	1.0000	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	0	50	0	0	1	1	92	36	60	82	1
Total Analysis Volume [veh/h]	61	0	201	0	0	3	3	369	142	241	330	5
Pedestrian Volume [ped/h]	0			0			0			0		

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Version 2026 (SP 0-4)

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.49	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.00
d_M, Delay for Movement [s/veh]	58.30	0.00	12.48	57.38	35.03	10.06	7.92	0.00	0.00	9.40	0.00	0.00
Movement LOS	F		B	F	E	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.23	0.00	1.23	0.01	0.01	0.01	0.01	0.01	0.00	0.88	0.00	0.00
95th-Percentile Queue Length [ft/ln]	55.66	0.00	30.77	0.32	0.32	0.32	0.13	0.13	0.00	21.90	0.00	0.00
d_A, Approach Delay [s/veh]	23.15			10.06			0.05			3.93		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	6.19											
Intersection LOS	F											

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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 11: NE 4th St/E Jennie Ave

Control Type:	All-way stop	Delay (sec / veh):	21.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.791

Intersection Setup

Name	NE 4th St			NE 4th St			E Jennie Ave			E Jennie Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	NE 4th St			NE 4th St			E Jennie Ave			E Jennie Ave		
Base Volume Input [veh/h]	30	429	30	39	352	56	49	59	36	18	23	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	3.00	0.00	7.00	2.00	0.00	3.00	0.00	0.00	0.00	6.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	429	30	39	352	56	49	59	36	18	23	38
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	113	8	10	93	15	13	16	9	5	6	10
Total Analysis Volume [veh/h]	32	452	32	41	371	59	52	62	38	19	24	40
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	653	650	537	529
Degree of Utilization, x	0.79	0.72	0.28	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	7.79	6.18	1.16	0.55
95th-Percentile Queue Length [ft]	194.78	154.54	28.92	13.83
Approach Delay [s/veh]	26.11	21.70	12.33	11.07
Approach LOS	D	C	B	B
Intersection Delay [s/veh]	21.68			
Intersection LOS	C			

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Version 2026 (SP 0-4)

Intersection Level Of Service Report
Intersection 14: US 395/Gladys Ave

Control Type:	Signalized	Delay (sec / veh):	138.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.814

Intersection Setup

Name	US 395			US 395			Gladys Ave			Gladys Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	75.00	100.00	100.00	75.00	100.00	100.00	75.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	US 395			US 395			Gladys Ave			Gladys Ave		
Base Volume Input [veh/h]	93	1088	11	66	960	190	275	129	116	21	100	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.00	6.00	0.00	0.00	8.00	3.00	1.00	1.00	5.00	7.00	4.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	1088	11	66	960	190	275	129	116	21	100	92
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	302	3	18	267	53	76	36	32	6	28	26
Total Analysis Volume [veh/h]	103	1209	12	73	1067	211	306	143	129	23	111	102
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Flashing Yellow Arrow	Yes			Yes			Yes			Yes		
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Maximum Green [s]	20.0	40.0	0.0	20.0	40.0	0.0	20.0	35.0	0.0	20.0	30.0	0.0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	16.0	0.0	0.0	24.0	0.0	0.0	19.0	0.0	0.0	22.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	10.0	46.0	0.0	10.0	46.0	0.0	20.0	34.0	0.0	10.0	24.0	0.0
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	3.0	10.0	0.0	3.0	10.0	0.0	3.0	7.0	0.0	3.0	7.0	0.0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	Yes		No	Yes		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	63.6	60.3	60.3	63.6	60.3	60.3	20.4	7.6	20.4	3.9
g / C, Green / Cycle	0.64	0.60	0.60	0.64	0.60	0.60	0.20	0.08	0.20	0.04
(v / s)_i Volume / Saturation Flow Rate	0.24	0.37	0.37	0.15	0.40	0.40	0.18	0.17	0.02	0.14
s, saturation flow rate [veh/h]	488	1667	1661	527	1639	1547	1563	1602	1384	1563
c, Capacity [veh/h]	269	1005	1002	301	989	933	350	122	278	60
d1, Uniform Delay [s]	19.33	12.44	12.44	16.56	13.11	13.19	38.45	46.21	35.09	48.07
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.35	0.11	0.11	0.16
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.11	2.74	2.75	1.91	3.49	3.79	18.73	562.78	0.13	1148.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.38	0.61	0.61	0.24	0.66	0.67	0.87	2.24	0.08	3.52
d, Delay for Lane Group [s/veh]	23.44	15.17	15.19	18.47	16.60	16.97	57.18	608.99	35.21	1196.84
Lane Group LOS	C	B	B	B	B	B	E	F	D	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.99	8.62	8.60	0.64	9.83	9.48	8.68	22.00	0.44	20.80
50th-Percentile Queue Length [ft/ln]	24.83	215.60	215.08	15.90	245.85	236.91	217.07	549.93	11.04	520.00
95th-Percentile Queue Length [veh/ln]	1.79	13.44	13.41	1.14	14.98	14.52	13.52	35.50	0.79	33.05
95th-Percentile Queue Length [ft/ln]	44.70	336.01	335.34	28.61	374.42	363.12	337.88	887.54	19.86	826.33

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Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.44	15.18	15.19	18.47	16.75	16.97	57.18	608.99	608.99	35.21	1196.84	1196.84
Movement LOS	C	B	B	B	B	B	E	F	F	D	F	F
d_A, Approach Delay [s/veh]	15.82			16.88			316.86			1083.63		
Approach LOS	B			B			F			F		
d_I, Intersection Delay [s/veh]	138.33											
Intersection LOS	F											
Intersection V/C	0.814											

Emissions

Vehicle Miles Traveled [mph]	6.52	38.71	38.59	3.43	30.73	29.25	26.98	23.98	0.99	9.14
Stops [stops/h]	35.76	310.47	309.72	22.89	354.02	341.15	312.58	791.91	15.89	748.80
Fuel consumption [US gal/h]	0.96	5.20	5.18	0.54	5.43	5.24	6.40	39.06	0.27	55.15
CO [g/h]	66.91	363.26	362.37	37.87	379.82	366.40	447.23	2730.53	18.88	3854.84
NOx [g/h]	13.02	70.68	70.50	7.37	73.90	71.29	87.02	531.26	3.67	750.01
VOC [g/h]	15.51	84.19	83.98	8.78	88.03	84.92	103.65	632.83	4.38	893.40

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.830	2.996	2.409	2.169
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	830	830	590	390
d_b, Bicycle Delay [s]	17.11	17.11	24.85	32.40
l_b,int, Bicycle LOS Score for Intersection	2.652	2.674	2.513	1.949
Bicycle LOS	B	B	B	A

Sequence

Ring 1	2	1	-	4	3	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	5	-	8	7	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Intersection Level Of Service Report
Intersection 15: US 395/Main St

Control Type:	Signalized	Delay (sec / veh):	16.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.598

Intersection Setup

Name	US 395			US 395			Main St			Main St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75.00	100.00	100.00	75.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US 395			US 395			Main St			Main St		
Base Volume Input [veh/h]	24	1099	29	80	903	34	66	87	31	20	102	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	6.00	5.00	2.00	8.00	4.00	0.00	5.00	5.00	7.00	3.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	1099	29	80	903	34	66	87	31	20	102	72
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	302	8	22	248	9	18	24	9	5	28	20
Total Analysis Volume [veh/h]	26	1208	32	88	992	37	73	96	34	22	112	79
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow	Yes			Yes								
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	25.0	50.0	0.0	25.0	50.0	0.0	0.0	40.0	0.0	0.0	40.0	0.0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	15.0	0.0	0.0	13.0	0.0	0.0	18.0	0.0	0.0	17.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	15.0	50.0	0.0	15.0	50.0	0.0	0.0	35.0	0.0	0.0	35.0	0.0
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	5.0	10.0	0.0	5.0	10.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	Yes		No	Yes			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Calculated Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	69.4	64.3	64.3	69.4	64.3	64.3	18.6	18.6
g / C, Green / Cycle	0.69	0.64	0.64	0.69	0.64	0.64	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.04	0.37	0.37	0.18	0.32	0.32	0.15	0.13
s, saturation flow rate [veh/h]	639	1667	1652	536	1639	1619	1285	1589
c, Capacity [veh/h]	424	1072	1063	349	1055	1041	287	335
d1, Uniform Delay [s]	9.76	10.16	10.16	12.58	9.30	9.30	39.34	38.25
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.28	2.30	2.32	1.73	1.63	1.66	3.17	2.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.58	0.58	0.25	0.49	0.49	0.71	0.64
d, Delay for Lane Group [s/veh]	10.04	12.45	12.48	14.31	10.94	10.96	42.52	40.25
Lane Group LOS	B	B	B	B	B	B	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.16	7.66	7.61	0.60	5.79	5.73	5.10	5.09
50th-Percentile Queue Length [ft/ln]	3.88	191.62	190.30	14.97	144.86	143.25	127.42	127.30
95th-Percentile Queue Length [veh/ln]	0.28	12.21	12.14	1.08	9.74	9.66	8.80	8.79
95th-Percentile Queue Length [ft/ln]	6.98	305.13	303.42	26.94	243.56	241.39	219.98	219.81

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Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	10.04	12.47	12.48	14.31	10.95	10.96	42.52	42.52	42.52	40.25	40.25	40.25
Movement LOS	B	B	B	B	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	12.42			11.21			42.52			40.25		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	16.24											
Intersection LOS	B											
Intersection V/C	0.598											

Emissions

Vehicle Miles Traveled [mph]	1.77	42.37	42.02	5.57	32.77	32.37	4.82	5.06
Stops [stops/h]	5.58	275.94	274.03	21.55	208.60	206.28	183.48	183.31
Fuel consumption [US gal/h]	0.16	4.85	4.81	0.60	3.65	3.61	2.68	2.68
CO [g/h]	10.96	338.77	336.39	42.27	255.40	252.51	187.12	187.00
NOx [g/h]	2.13	65.91	65.45	8.22	49.69	49.13	36.41	36.38
VOC [g/h]	2.54	78.51	77.96	9.80	59.19	58.52	43.37	43.34

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.789	2.893	1.909	2.010
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	910	910	610	610
d_b, Bicycle Delay [s]	14.85	14.85	24.15	24.15
l_b,int, Bicycle LOS Score for Intersection	2.604	2.481	1.895	1.911
Bicycle LOS	B	B	A	A

Sequence

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



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Intersection Level Of Service Report
Intersection 17: NE 10th St/Diagonal Rd

Control Type:	All-way stop	Delay (sec / veh):	24.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.834

Intersection Setup

Name	NE 10th St			NE 10th St			Diagonal Rd			Diagonal Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	NE 10th St			NE 10th St			Diagonal Rd			Diagonal Rd		
Base Volume Input [veh/h]	110	245	65	8	236	41	23	65	25	112	177	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	5.00	20.00	6.00	0.00	0.00	0.00	7.00	8.00	3.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	245	65	8	236	41	23	65	25	112	177	5
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	69	18	2	66	12	6	18	7	31	50	1
Total Analysis Volume [veh/h]	124	275	73	9	265	46	26	73	28	126	199	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	566	537	479	514
Degree of Utilization, x	0.83	0.60	0.26	0.64

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	8.67	3.88	1.06	4.52
95th-Percentile Queue Length [ft]	216.70	97.01	26.40	112.99
Approach Delay [s/veh]	33.50	19.15	13.19	21.75
Approach LOS	D	C	B	C
Intersection Delay [s/veh]	24.65			
Intersection LOS	C			

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Study Intersections

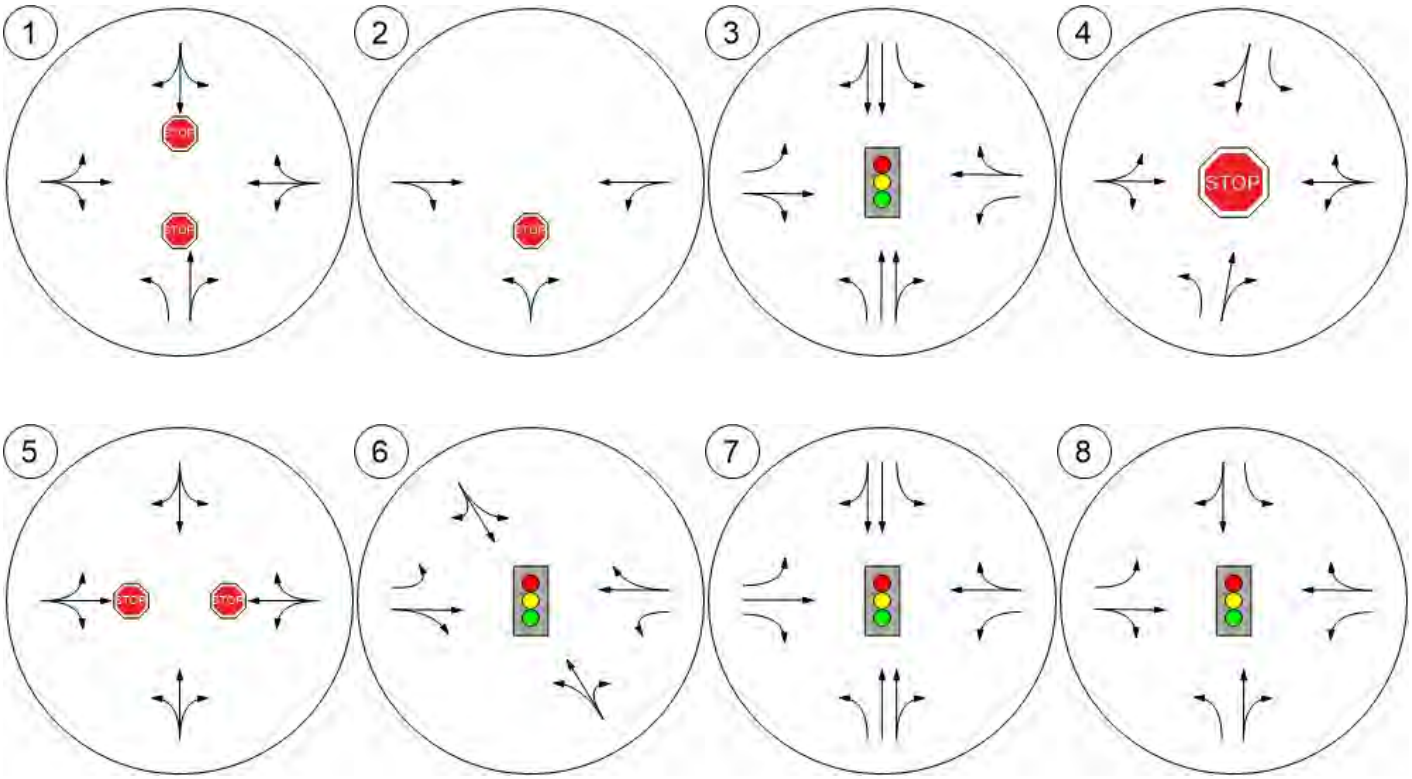


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Lane Configuration and Traffic Control



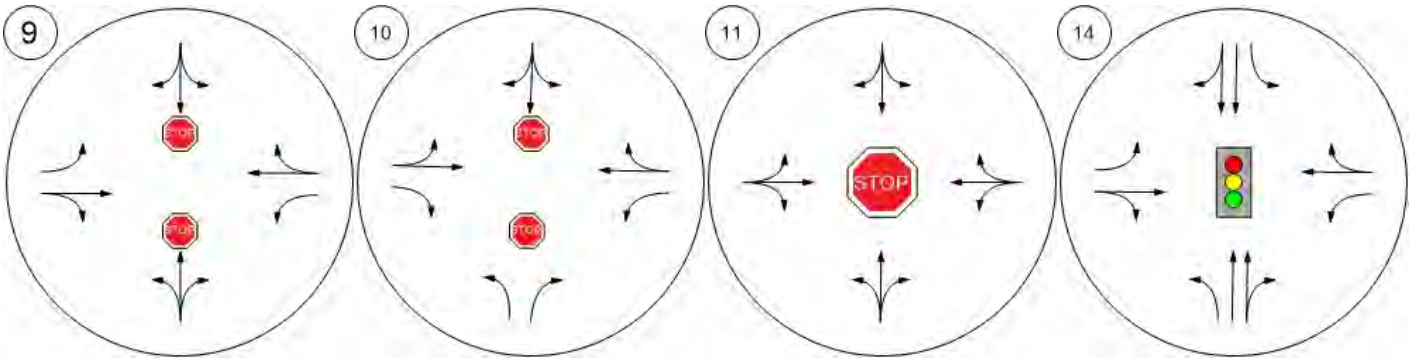


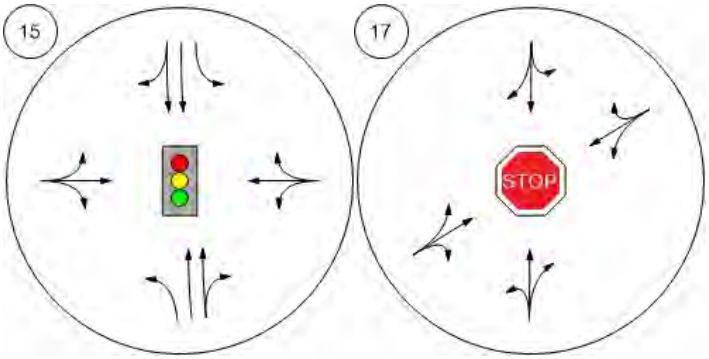
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Lane Configuration and Traffic Control





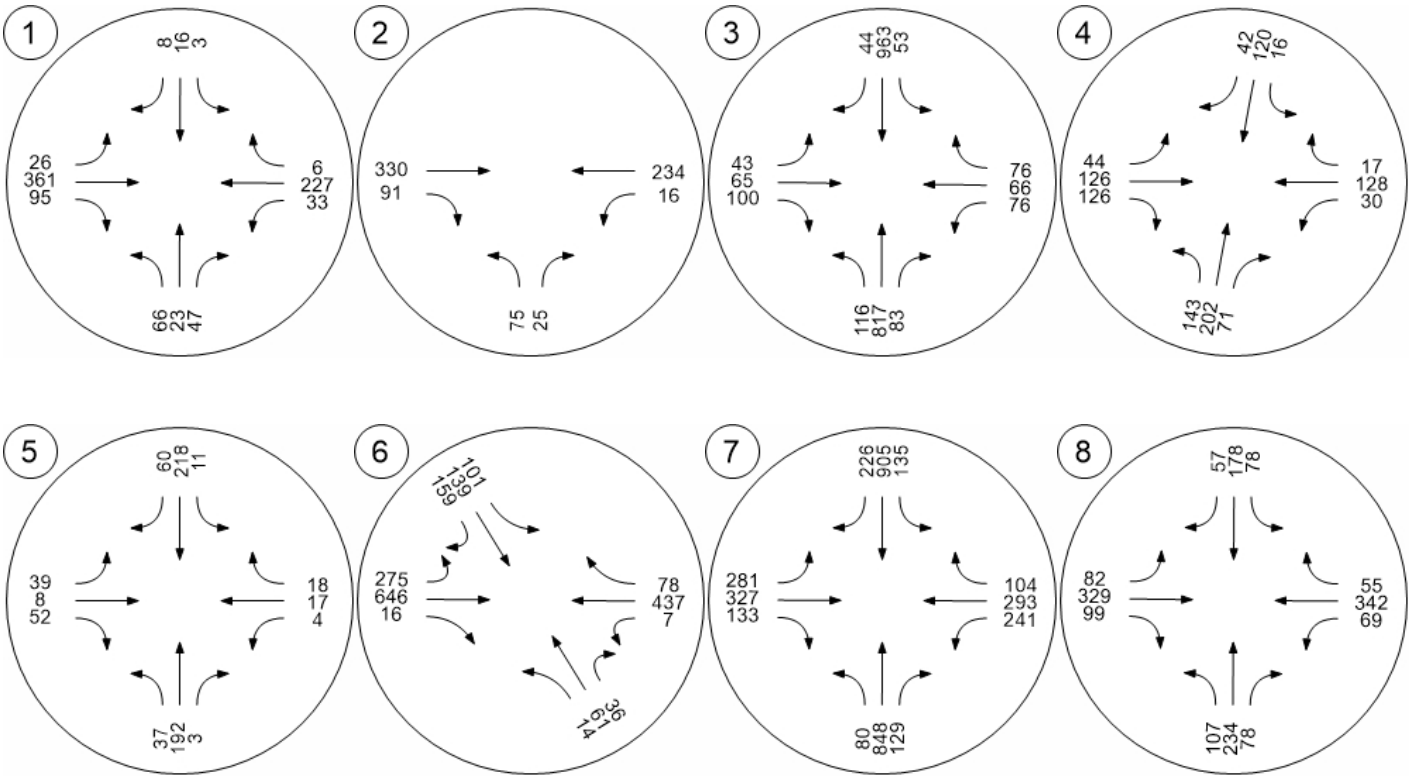


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Traffic Volume - Base Volume



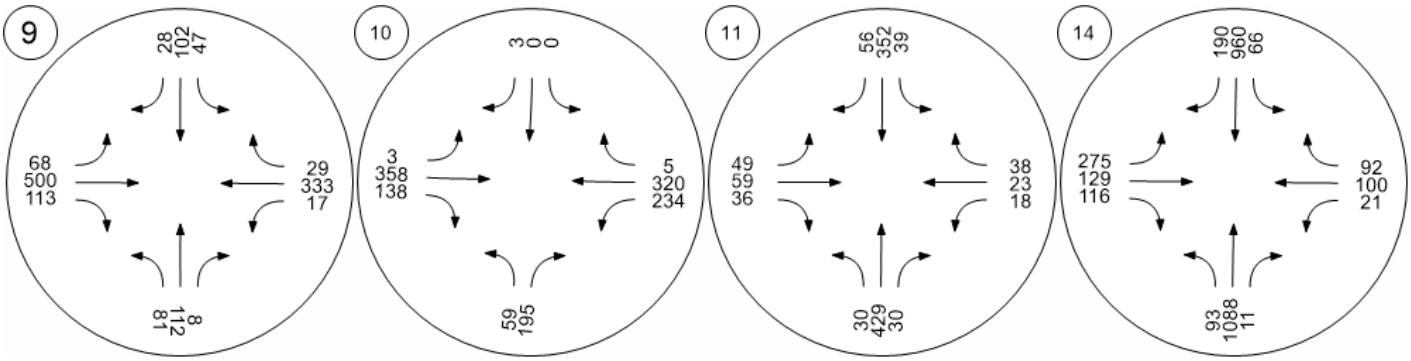


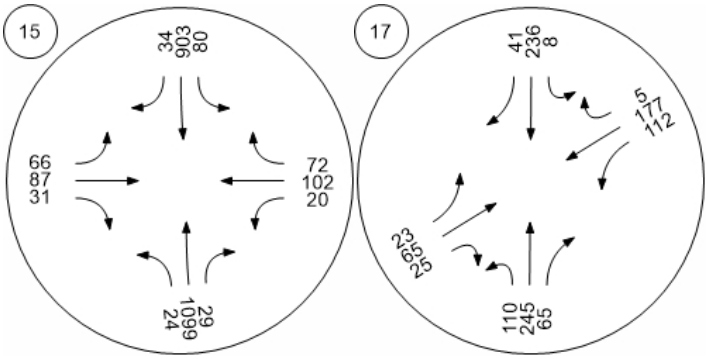
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Traffic Volume - Base Volume

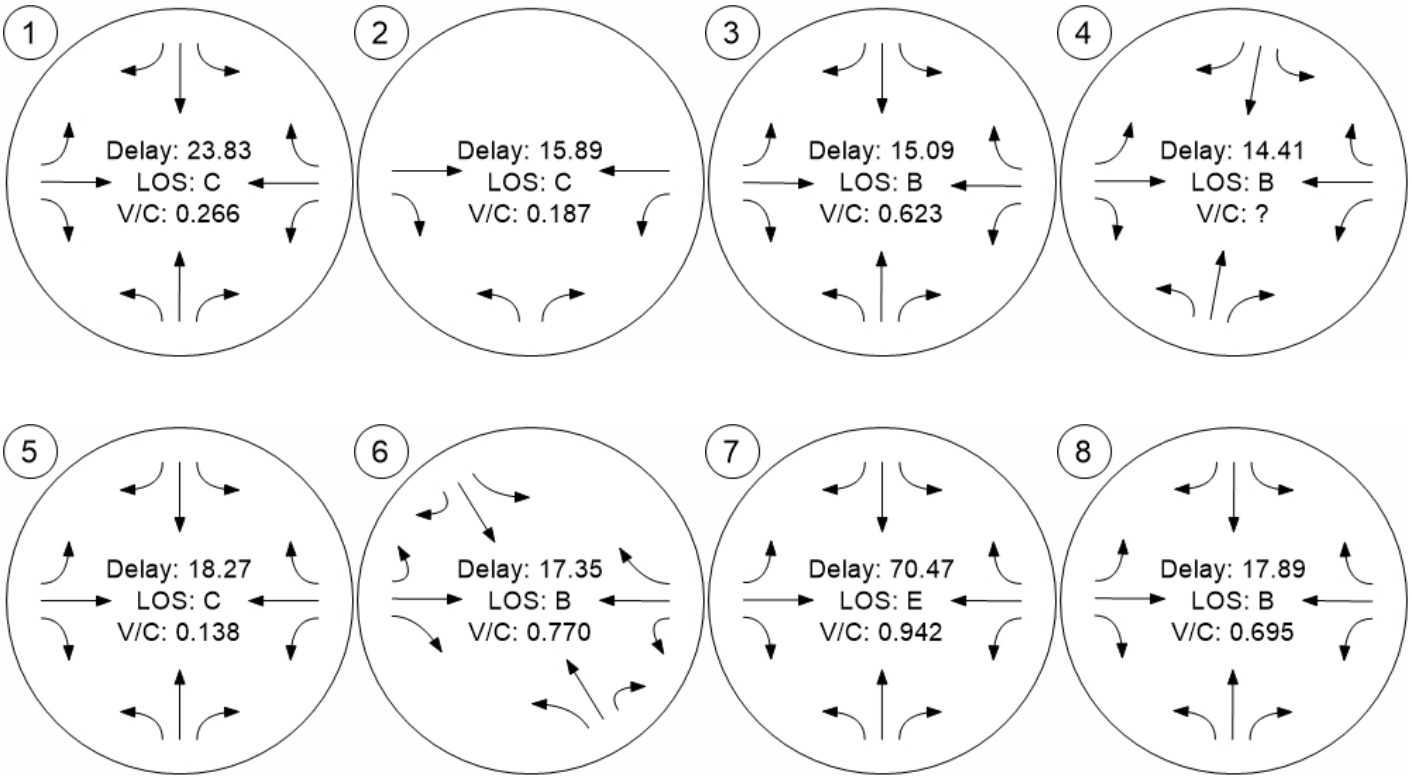






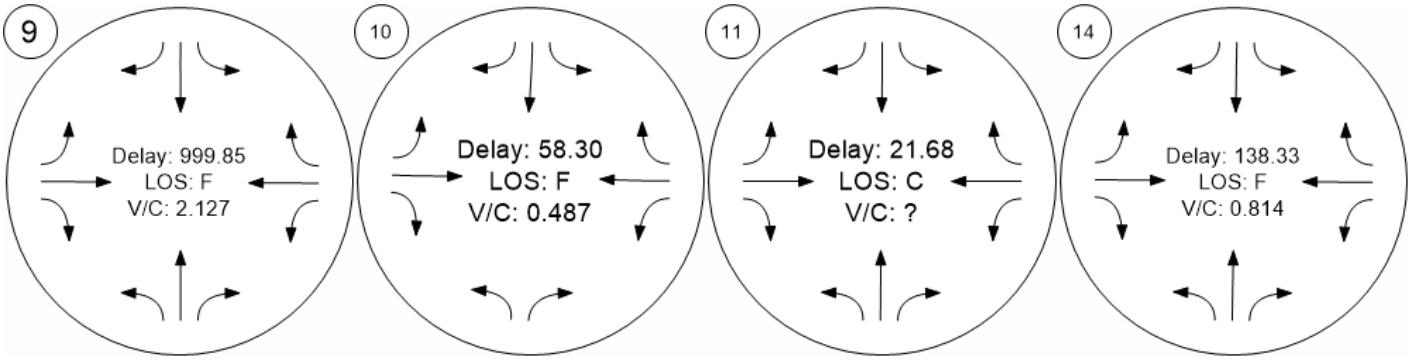
Traffic Conditions

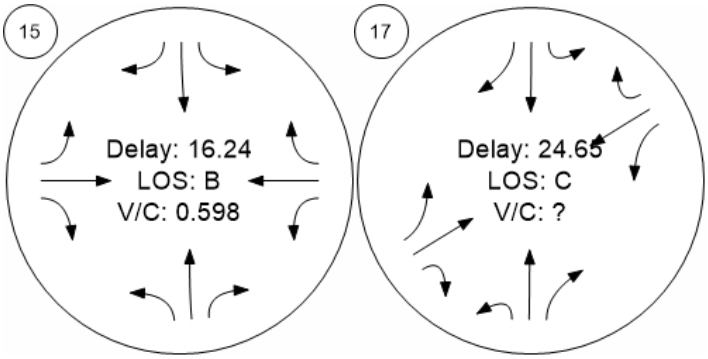




Traffic Conditions







ATTACHMENT I – BICYCLE, PEDESTRIAN, AND TRANSIT TOOLBOX

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This document provides a compilation of active transportation treatments including bicycle, pedestrian and transit development features that could potentially be considered for implementation within the Hermiston Transportation System Plan Update study area. This toolbox provides illustrative examples of design elements, including text explanations of the pros and cons for use within the Study Area, and outlines the approximate right-of-way (ROW) as well as other factors to consider in development of alternatives.

ACTIVE TRANSPORTATION TREATMENTS

The treatments are organized into the following categories:

- Bicycle Facilities & Amenities
- Pedestrian Facilities & Amenities
- Transit Facilities & Amenities

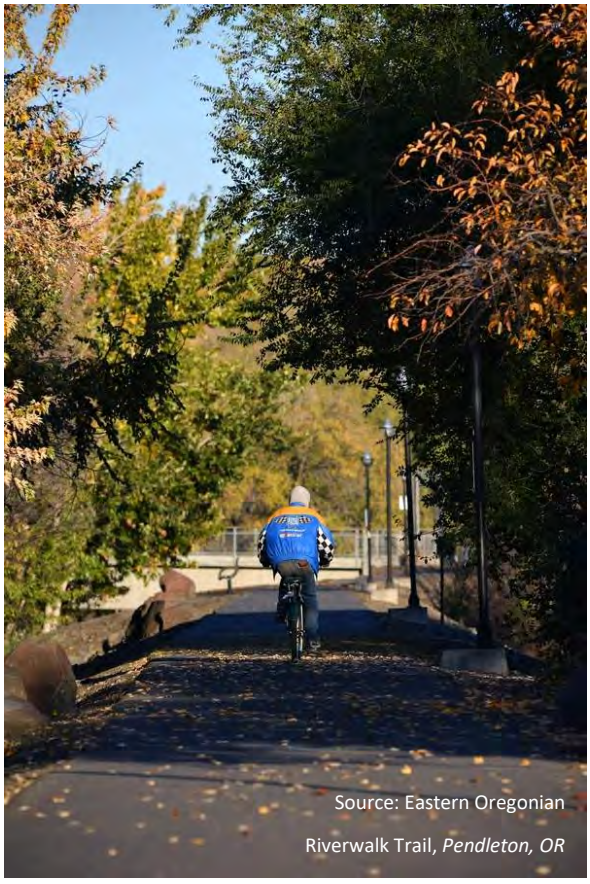
Headers and footers indicate the categories. Where applicable, the treatments are organized from highest level of protection to lowest level of protection. Typically, the treatments that provide the most protection will have the highest appeal to a wide variety of users. For example, bicycle treatments are commonly categorized by the level of separation they provide bicyclists from motor vehicles. Separated facilities have been found to attract more bicyclists of a variety of ages and abilities and are generally considered “lower stress” facilities. However, separated facilities must be carefully designed to allow for safe crossings and turning movements for both motor vehicles and bicyclists at intersections. As another example, treatments for pedestrian mid-block crossings range from a high-level of protection with a pedestrian signal to a lower level of protection with a high-visibility crosswalk. Intermediary levels of protection can be provided with a pedestrian hybrid beacon or rectangular rapid flashing beacon. For additional details on safety benefits of the treatments review the Hermiston Safety Action Plan.

Each treatment page also includes a section with resources for additional guidance on that treatment. The ODOT Blueprint for Urban Design can also be used as a resource for identifying appropriate treatment types based on a performance based, context sensitive, and practical design approach to accommodate all modes of transportation.

Bicycle Facilities

SHARED-USE PATH

Cost: $$$ Safety Benefits: High



Source: Eastern Oregonian

Riverwalk Trail, *Pendleton, OR*



Powder River Trail, *Baker City, OR*

Shared-use paths are paved, bi-directional, trails away from roadways that can serve both pedestrians and bicyclists. Shared-use paths can be used to create longer-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.

Benefits

- Provides facility for both pedestrians and bicyclists in less space than separate facilities.
- Separation from motor vehicles can attract users of all levels.

Constraints

- May be unsafe in areas with frequent crossings or driveways.
- When parallel to roadways, requires substantial space for buffer.
- Potential for conflicts between bicyclists and pedestrians due to shared space.
- Isolated paths may introduce personal security concerns.

Typical Applications

- Medium- to long-distance links within and between communities that also serve as recreational facilities.
- Parallel to roads in rural areas where sidewalks and on-street facilities are not present.

Design Considerations

- Best suited in areas where roadway crossings can be minimized (such as parallel to highways, railroad tracks, rivers, natural areas, etc.).
- Necessitate high-visibility treatments for crossings.
- A minimum width of 10 ft is recommended for low and 12 to 20 ft in areas with moderate to high levels of bicycle and pedestrian traffic.
- Pavement markings can be used to indicate distinct space for pedestrian and bicycle travel.

Additional Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- ODOT Highway Design Manual

BUFFERED BIKE LANE

Cost: $-$$$ Safety Benefit: Medium





Buffered bicycle lanes are on-street lanes that include an additional striped buffer of typically 2-3 feet between the bicycle lane and the vehicle travel lane and/or between the bicycle lane and the vehicle parking lane.

Benefits

- A parking-edge buffer on streets with on-street parking can reduce the likelihood of "dooring."
- Increased separation from motor vehicles (over standard bicycle lanes) can increase bicyclist comfort.

Constraints

- Does not provide physical protection and therefore may not attract bicyclists of all levels.
- The width provided by the buffer may invite motorists to illegally park in the lane if not adequately signed and enforced.

Typical Applications

- Long-distance links within and between communities.
- Streets with sufficient pavement width to provide a buffer.
- Widely applicable in both urban and rural settings.
- Segments of the bicycle network with moderate vehicle speeds or volumes.

Design Considerations

- Typical buffer width is 2-3 feet, in addition to standard bicycle lane width of 5-6 feet, but a combined width of 6 feet is acceptable.
- Green pavement markings or striping can add visibility and awareness in "conflict areas" or intersections where bicycle and vehicle travel paths cross.
- Buffer space can have markings or rumble strips to deter vehicles from traveling or parking in the space.

Additional Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- NACTO Urban Bikeway Design Guide
- ODOT Highway Design Manual
- ODOT Bicycle and Pedestrian Design Guide

Bicycle Facilities

ONE-WAY SEPARATED BIKE LANE

Cost: $-$$$ Safety Benefit: High


Portland, OR


Portland, OR


Boise, ID

A one-way separated bike lane (SBL), also known as a cycle track or protected bike lane, is a bicycle facility within the street right-of-way separated from motor vehicle traffic by a buffer and a physical barrier, such as planters, flexible posts, parked cars, or a mountable curb. On two-way streets, a one-way SBL would be found on each side of the street, like a standard bike lane.

Benefits

- Provides physical separation from motor vehicle traffic, which can attract users of all levels.
- Buffer can provide opportunities for landscaping.
- Reduced risk of "dooring" when parked cars are present.

Constraints

- Requires additional right-of-way over standard bike lane.
- Construction may be more expensive than standard bike lane.
- May introduce street maintenance considerations, depending on buffer type.

Typical Applications

- Roadway segments with sufficient right-of-way or where a "road diet" (vehicle lane reduction) can be implemented.
- Key segments of the bicycle network where more protection is desirable, such as areas with higher traffic volumes or speeds, or routes to common destinations, like schools.
- Roadways with infrequent driveways and side street accesses.

Design Considerations

- Intersections must be designed to ensure visibility of bicyclists using the facility. Treatments include separate signal phases for bicyclists and high visibility pavement markings.
- Buffer type can vary depending on context, presence of parking, and available right-of-way.
- Green pavement markings or striping can add visibility and awareness in "conflict areas" or intersections where bicycle and vehicle travel paths cross.

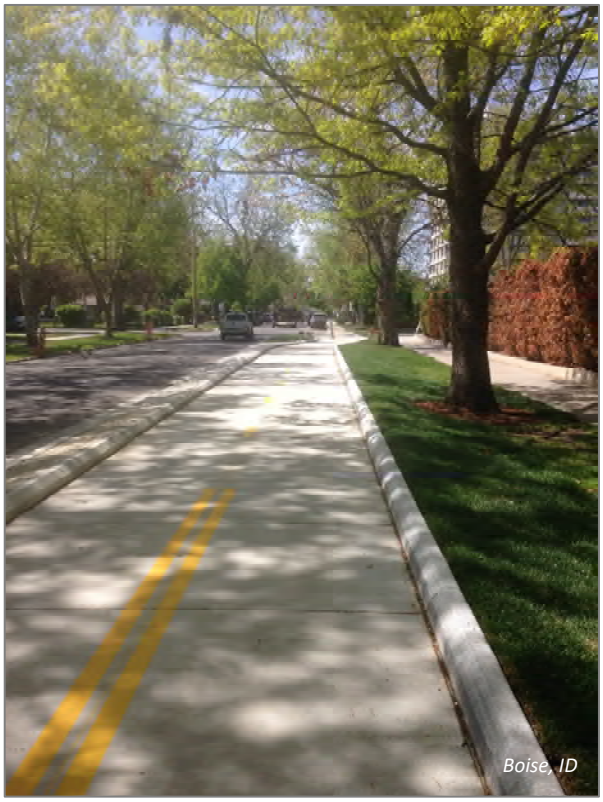
Additional Guidance

- NACTO Urban Bikeway Design Guide
- CROW Design Manual for Bicycle Traffic
- ODOT Highway Design Manual
- ODOT Bicycle and Pedestrian Design Guide
- FHWA Separated Bike Lane Planning and Design Guide

TWO-WAY SEPARATED BIKE LANE

Cost: $-$$$ Safety Benefit: High


Klamath Falls, OR


Boise, ID

A two-way separated bike lane (SBL), also known as a two-way cycle track or protected bike lane, is a facility within the street right-of-way separated from motor vehicle traffic by a buffer and a physical barrier, such as planters, flexible posts, parked cars, or a mountable curb. Two-way SBLs serve bi-directional bicycle travel within the facility on one side of the street.

Benefits

- Requires less right-of-way than a one-way SBL, due to the need for only one buffer.
- Provides physical separation from motor vehicle traffic, which can attract users of all levels.
- Reduced risk of "dooring" when parked cars are present.

Constraints

- May be less intuitive due to apparent "wrong-way" travel on one side of street.
- Concern about crashes in areas with frequent crossings or driveways.
- Construction may be more expensive than standard bike lane.
- May introduce street maintenance considerations, depending on buffer type.

Typical Applications

- On-street connections between off-street multi-use paths.
- Roadways with infrequent driveways and side street accesses.
- Key segments of the bicycle network where more protection is desirable, such as areas with higher traffic volumes or speeds or routes to common destinations, like schools.
- On one-way streets where two-way bicycle travel is desirable.

Design Considerations

- Intersections must be designed to ensure visibility of bicyclists using the facility. Treatments include separate signal phases for bicyclists and high visibility pavement markings.
- Buffer type can vary depending on context, presence of parking, and available right-of-way.
- Green pavement markings or striping can add visibility and awareness in "conflict areas" or intersections where bicycle and vehicle travel paths cross.

Additional Guidance

- Same as for one-way SBLs

Bicycle Facilities

STANDARD BIKE LANE

Cost: $-$$$ Safety Benefit: Medium



Heppner, OR



Redmond, OR

A standard bike lane is an on-street facility that provides space designated for bicyclists, separated from vehicles by pavement markings.

Benefits

- Provides a designated facility for bicyclists using the minimum pavement width.
- Provides increased visibility for bicyclists.
- Relatively inexpensive treatment when pavement width is available.

Constraints

- Can position bicyclists in the "door zone" if located adjacent to parked vehicles without a buffer.
- Motorists may illegally park in the lane if not adequately signed and enforced.
- Does not provide physical protection or horizontal buffer from vehicles and therefore does not attract bicyclists of all levels.

Typical Applications

- Arterials, collectors, and other non-local streets with speeds higher than 25 mph or over 3,000 average daily motorized traffic volumes.
- Streets without sufficient right-of-way or pavement width for buffered bike lanes or separated bike lanes (SBLs).

Design Considerations

- Typical bike lane width is 6 feet, with 5 feet in constrained locations. A minimum 4-foot width can be used on constrained segments where on-street parking is not present.
- Green pavement markings or striping can add visibility and awareness in "conflict areas" or intersections where bicycle and vehicle travel paths cross.

Additional Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- NACTO Urban Bikeway Design Guide
- ODOT Highway Design Manual
- ODOT Bicycle and Pedestrian Design Guide

PAVED SHOULDER

Cost: $-$$ Safety Benefit: Medium



Tucson, AZ


Irrigon, OR

A paved road shoulder can serve as a bicycle facility that provides space separated from motor vehicle traffic in rural areas.

Benefits

- Provides a space separated from motorists.
- Requires less right-of-way than a separated multi-use path.

Constraints

- Does not provide physical protection from vehicles and may not attract bicyclists of all levels.
- Shoulders serving other uses, such as broken-down vehicles, may force bicyclists into travel lanes.

Typical Applications

- Typically applied on rural roadways.
- Also used as an interim treatment in urbanizing areas.

Design Considerations

- A 6-foot width is preferred to accommodate bicycle travel, with a 4-foot minimum in constrained areas. Greater widths can be used in higher-speed locations.
- Rumble strips or profiled striping can be used to enhance safety and minimize motorists encroaching on the shoulder.

Additional Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- ODOT Highway Design Manual
- ODOT Bicycle and Pedestrian Design Guide

Bicycle Facilities

SHARED LANE ROADWAYS

Cost: <$ Safety Benefit: Low



Prince George's County, MD



Portland, OR


Boise, ID

Shared lane roadways include roadways without separate bicycle facilities on which bicycle travel is not prohibited. Most roadways, with the exception of some limited access freeways, are "shared lane roadways" if they do not have a different type of bicycle facility. Shared lane roadways that are part of a designated bicycle network may include shared lane markings ("sharrows") or signage to indicate the legal presence of bicyclists in the travel lane.

Benefits

- Allows for bicycle travel when other treatments are not feasible.
- Low- to no-cost.

Constraints

- Does not provide any separation from vehicles.
- Without additional traffic-calming treatments, it is likely to attract only strong and fearless bicyclists.

Typical Applications

- Rural roadways without shoulders often use "share the road" signage to indicate to road users that bicyclists may be present.
- Sharrows are typically used in urban or suburban locations on bicycle network links where other facilities are not present.

Design Considerations

- Sharrows should be placed at least 4 feet from the edge of the curb or on-street parking.

Additional Guidance

- ODOT Bicycle and Pedestrian Design Guide
- ODOT Highway Design Manual
- Manual on Uniform Traffic Control Devices (MUTCD)

Bicycle Facilities

BICYCLE PARKING

Cost: $ Safety Benefit: None


Salt Lake City, UT


Boise, ID

Devices and/or areas that allow secure bicycle parking, often located at areas of high bicycle and pedestrian traffic such as bus stations, shopping centers, schools, and multi-use trails.

Benefits

- Provides a secure location to store and lock bicycles.
- Relatively inexpensive and easy installation.
- Encourages community bicycle use and makes local attractions/businesses more accessible to bicyclists.

Constraints

- Requires space in potentially busy areas, such as sidewalks.
- May remove on-street parking space if located on the roadway.

Typical Applications

- Typically provided at areas of high bicycle and pedestrian traffic such as bus stations, shopping centers, schools, and multi-use trails.

Design Considerations

- The size and design of the bicycle rack can vary based on the estimated number of users and available space.
- Covered bicycle parking can provide protection from the weather for parked bicycles and people as they lock and unlock bikes. Bike lockers can provide additional security.
- If possible, bicycle racks should be placed immediately adjacent to the entrance/location they serve.
- Rack should not be placed to block the entrance of a building or inhibit pedestrian flow.
- Racks should be easy to find, convenient, and secure.

Additional Guidance

- APBP Bicycle Parking Guidelines

PEDESTRIAN PATH (SIDEPATH)

Cost: $$ Safety Benefit: High


Heppner, OR


Portland, OR

A pedestrian path is a hard-surface path adjacent to the roadway in lieu of a sidewalk in areas where other bicycle facilities exist. Similar to a multi-use path, pedestrian paths are narrower in width and generally do not invite bicycle travel.

Benefits

- Provides a hard surface for pedestrians buffered from the roadway.
- Requires less right-of-way than a multi-use path.
- Lower cost than construction of a full sidewalk with curb and gutter.

Constraints

- May also attract bicyclists, creating the potential for conflicts between pedestrians and bicyclists.

Typical Applications

- In constrained rural areas where sidewalks are not present and multi-use paths cannot be accommodated.
- As an interim treatment in urbanizing areas to make connections between sidewalk facilities.

Design Considerations

- Typically 5- to 8-foot wide asphalt surface.
- Pedestrian paths are typically separated from the roadway by a gravel or vegetated buffer instead of a curb and gutter.
- Should follow ADA standards to allow for universal access.
- Though not intended for bicyclists, pedestrian paths may attract bicyclists if a separate bicycle facility is not provided.

Additional Guidance

- FHWA Designing Sidewalks and Trails for Access
- ODOT Highway Design Manual

Pedestrian Facilities

SIDEWALK

Cost: $$$ Safety Benefit: Medium


Boise, ID


Heppner, OR

A sidewalk is a dedicated pedestrian facility adjacent to the roadway and separated from traffic by a curb.

Benefits

- Provides pedestrians with a dedicated physically-separated space.
- Provides means of mobility for people using wheelchairs, people with strollers, or others who may not be able to travel on an unpaved surface.

Constraints

- Adding a concrete curb and sidewalk to streets adds a substantial expense to the overall construction cost.
- Stormwater drainage needs to be considered when retrofitting existing streets.

Typical Applications

- Typically provided on urban (non-rural) and residential streets, with the exception of limited access freeways.
- Typically added to streets in urbanizing areas as development occurs.

Design Considerations

- Typically 6 to 8 feet wide. Sidewalks should be constructed at least 5 feet wide, with a minimum of 4 feet of clear width, excluding a shy distance of 1.5 feet from the curb and any adjacent obstructions.
- A landscaped buffer is preferable in residential areas and in locations with higher traffic speeds and volumes.
- Wider sidewalks of 12 to 20 feet can be beneficial in commercial or “town center” areas in order to accommodate higher pedestrian volumes, street furniture, pedestrian scale lighting, business signage, bike parking, transit stops, and other amenities.

Additional Guidance

- ODOT Highway Design Manual.
- ODOT Bicycle and Pedestrian Design Guide
- AASHTO Green Book
- NACTO Urban Streets Design Guide

Pedestrian Facilities

SHOULDER PEDESTRIAN FACILITY

Cost: $-$$

Safety Benefit: Low


Portland, OR


Boise, ID

A paved shoulder facility provides access for pedestrians on a hard surface in rural areas where sidewalks are not present.

Benefits

- Provides a hard surface space separated from motorists.
- Requires less right-of-way than a separated multi-use path.
- More cost-effective than installing sidewalks.

Constraints

- Does not provide physical protection of a curb and may not be comfortable for all users.
- Shoulders serving other uses, such as broken-down vehicles, may force pedestrians into travel lanes.

Typical Applications

- Typically applied on rural roadways.
- Also used as an interim treatment in urbanizing areas.

Design Considerations

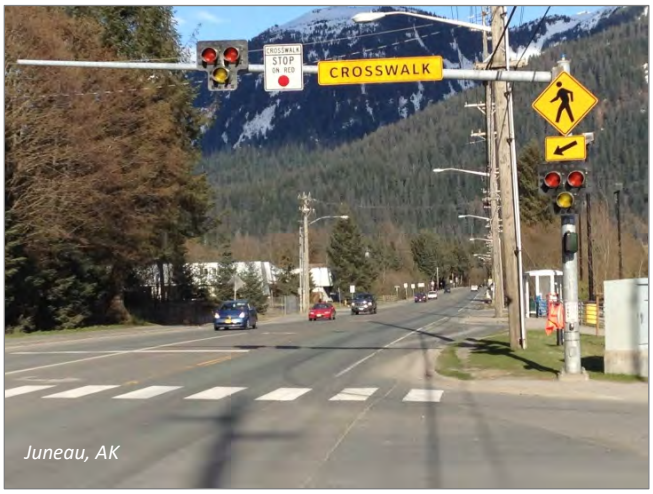
- A 6-foot width is preferred to accommodate pedestrian travel, with a 4-foot minimum of paved surface in constrained areas. Greater widths can be used in higher-speed locations.
- Rumble strips or profiled striping can be used to enhance safety and minimize motorists encroaching on the shoulder.

Additional Guidance

- ODOT Highway Design Manual
- AASHTO Green Book

PEDESTRIAN HYBRID BEACON

Cost: $$$-$$$$ Safety Benefit: High



Juneau, AK


Boise, ID

A pedestrian hybrid beacon (sometimes called a HAWK signal) is a pedestrian activated 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. Finally, the beacon shifts to flashing red lights to signal that motorists may proceed after pedestrians have completed their crossing.

Benefits

- Has nearly 100 percent rate of motorist yielding behavior at crossing locations.
- Improves pedestrian safety and reduces pedestrian-involved crashes.
- Less delay to motor vehicle drivers than a signal.

Constraints

- Must be activated by pedestrians.
- More costly than other crossing treatments.

Typical Applications

- Midblock crossings with high pedestrian or bicycle demand and/or high traffic volumes.
- At locations where multi-use paths intersect with roadways.

Design Considerations

- The push button to activate the pedestrian hybrid beacon should be easily accessible by pedestrians, wheelchair users, and bicyclists (if applicable).

Additional Guidance

- Manual on Uniform Traffic Control Devices (MUTCD)
- NACTO Urban Street Design Guide
- NCHRP Report 562 Improving Pedestrian Safety at Unsignalized Crossings
- http://safety.fhwa.dot.gov/provencountermeasures/

RECTANGULAR RAPID FLASHING BEACON (RRFB)

Cost: $$-$$$ Safety Benefit Medium


Pendleton, OR


Irrigon, OR


Bend, OR

These crossing treatments include signs that have a pedestrian-activated "strobe-light" flashing pattern to attract motorists' attention and provide awareness of pedestrians and/or bicyclists that are intending to cross the roadway.

Benefits

- Provides a visible warning to motorists at eye level.
- Increases motorists yielding behavior at crossing locations over round yellow flashing beacons (80 to 100 percent compliance).
- Allows motorists to proceed after yielding to pedestrians and bicyclists.

Constraints

- Flashing beacons must be activated by pedestrians.
- Motorists may not understand the flashing lights of the RRFB, so compliance may be lower than with a traffic signal.

Typical Applications

- Midblock crossings with medium to high pedestrian or bicycle demand and/or medium to high traffic volumes.
- Locations where multi-use paths intersect with roadways.

Design Considerations

- The push button to activate the RRFB should be easily accessible by pedestrians, wheelchair users, and bicyclists (if applicable).
- Consider adding a push button in the median island for crossings of multi-lane facilities.

Additional Guidance

- Manual on Uniform Traffic Control Devices (MUTCD)
- NACTO Urban Street Design Guide
- NCHRP Report 562 Improving Pedestrian Safety at Unsignalized Crossings
- ODOT Bicycle and Pedestrian Design Guide

CROSSING ISLAND (PEDESTRIAN REFUGE)

Cost: $-$$ Safety Benefit: High


Bend, OR


Ontario, OR

A crossing island in the median provides a protected area in the middle of a crosswalk for pedestrians to stop while crossing the street. Also called pedestrian refuge islands or median refuges, they can be used at intersections or mid-block crossings.

Benefits

- Reduces pedestrian exposure at marked and unmarked crosswalks.
- Requires shorter gaps in traffic to cross the street.
- Allows pedestrians to cross in two phases.
- Proven safety countermeasure.

Constraints

- Streets with constrained right-of-way may not have sufficient width to allow for a crossing island.

Typical Applications

- Preferred treatment for crossings of multi-lane streets.
- Often used in areas with high levels of vulnerable pedestrian users, such as near schools or senior centers/housing.
- Often applied in areas with high traffic volumes or with a pedestrian crash history.

Design Considerations

- Must have at least 6 feet of clear width to accommodate people using wheelchairs.
- At crossing locations where bicyclists are anticipated, a width of 10 feet or greater is desirable to accommodate bicycles with trailers or groups of bicyclists.
- Can be applied in conjunction with other traffic control treatments.

Additional Guidance

- ODOT Bicycle and Pedestrian Design Guide
- NACTO Urban Streets Design Guide
- NCHRP Report 562 Improving Pedestrian Safety at Unsignalized Crossings
- http://safety.fhwa.dot.gov/provencountermeasures/

BULB-OUT/CURB EXTENSIONS

Cost: $$ Safety Benefit: Medium


Heppner, OR


Bend, OR

An extension of the curb or the sidewalk into the street (in the form of a bulb), usually at an intersection, that narrows the vehicle path, inhibits fast turns, and shortens the crossing distance for pedestrians.

Benefits

- Shortens crossing distances for pedestrians.
- Reduces motorist turning speeds.
- Increases visibility between motorists and pedestrians.
- Enables permanent parking
- Enables tree and landscape planting and water runoff treatment.

Constraints

- Can only be used on streets with unrestricted on-street parking.
- Physical barrier can be exposed to traffic.
- Greater cost and time to install than standard crosswalks.
- Can present turning radius problems to large vehicles.

Typical Applications

- Mid-block or intersection pedestrian crossings on streets with unrestricted on-street parking.
- Streets with on-street parking where pedestrian volumes ≥ 20 pedestrians per hour, ADT ≥ 1,500 vehicles per day, and average right-turn speeds ≥ 15 mph.

Design Considerations

- Include a narrow passage for bicyclists to prevent conflict with vehicles.
- Provide accessible curb ramps and detectible warnings.
- Include landscaping on the curb extension to differentiate path for pedestrian travel, especially for pedestrians with vision impairments.

Additional Guidance

- ITE/FHWA Report Traffic Calming: State of the Practice
- FHWA Designing Sidewalks and Trails for Access *Part II of II: Best Practices Design Guide*

RAISED PEDESTRIAN CROSSWALK

Cost: $$ Safety Benefit: Medium


Orlando, FL


Pendleton, OR


Sanford, FL

Raised pedestrian crossings bring the level of the roadway even with the sidewalk, providing a level pedestrian path and requiring vehicles to slow. Raised crossings can be used at midblock crosswalks or intersections.

Benefits

- Provides a better view for pedestrians and motorists
- Slows down motorists.

Constraints

- Can be difficult to navigate for busses, large trucks, snow plows, and low ground clearance vehicles.
- Relatively expensive.
- Forces emergency vehicles to slow down

Typical Applications

- Raised crosswalks are typically provided at midblock crossings on two-lane roads where pedestrian volumes ≥ 50 pedestrians per hour and speed control is needed.
- Raised crosswalks may be provided at intersections where low-volume streets intersect with high-volume streets or where a roadway changes character (such as from commercial to residential).
- Raised crosswalks should not be used on transit routes or where there are steep grades or curves.

Design Considerations

- Raised crosswalks should be even with the sidewalk in height and at least as wide as the crossing or intersection.
- Provide detectable warnings for pedestrians where they cross from the sidewalk in to the crossing area.
- Consider drainage needs and provide appropriate treatments.
- Use colored asphalt as opposed to brick or decorative surface materials to make the crossing smoother for those with mobility impairments.

Additional Guidance

- ITE/FHWA Report Traffic Calming: State of the Practice
- FHWA Designing Sidewalks and Trails for Access *Part II of II: Best Practices Design Guide*

HIGH VISIBILITY CROSSWALK

Cost: $ Safety Benefit: Medium



Heppner, OR


Belgrade, MT

High visibility crosswalks consist of reflective roadway markings and accompanying signage at intersections and priority pedestrian crossing locations.

Benefits

- Communicates potential for pedestrian crossings to motorists.
- Designates a preferred crossing location for pedestrians.
- Motorists are required to stop for pedestrians entering crosswalks.
- Low cost.

Constraints

- Can be more effective with other types of traffic control (signals, stop signs).
- At uncontrolled locations (midblock), motorist compliance is not as high as with other treatments.

Typical Applications

- High visibility crosswalks are typically applied at intersections of arterials, collectors, and/or other facilities with moderate to high vehicle volumes and speeds.
- Can be applied at mid-block locations, especially in conjunction with other treatments.

Design Considerations

- Crosswalk striping can vary, and may include continental striping (top photo), ladder striping, zebra striping (middle photo), etc.
- Can be constructed with paint or thermoplastic material.
- Minimum width is 6 feet, but wider crossings are preferred in areas with high number of pedestrians.

Additional Guidance

- NCHRP Report 562 Improving Pedestrian Safety at Unsignalized Crossings
- ODOT Bicycle and Pedestrian Design Guide

Pedestrian Facilities

STREET FURNITURE AND LIGHTING

Cost: $-$$$ Safety Benefit: Low


Austin, TX


Ft Lauderdale, FL

Street furniture includes pedestrian seating, information/ wayfinding structures, and trash cans. Street furniture and lighting can be used to enhance the pedestrian experience and encourage pedestrian activity on a street.

Benefits

- Encourages walking and sense of comfort and security for pedestrians.
- Street furniture can be relatively inexpensive and easy installation.
- Encourages foot traffic and can make local attractions/ businesses inviting.

Constraints

- Requires space in potentially busy areas, such as sidewalks.
- Can reduce the pedestrian travel spaces on narrower sections.

Typical Applications

- Typically provided at areas of high bicycle and pedestrian traffic such as bus stations, shopping centers, schools, and multi-use trails.
- Street furniture and pedestrian-scale lighting is usually provided on corridors with commercial activity and anticipated high-pedestrian use.

Design Considerations

- Street furniture should not be placed to block the entrance of a building or inhibit pedestrian flow.
- The type and size of street furniture should be based on the available space and anticipated demand.
- Street furniture should be accessible to all users.

Additional Guidance

- AASHTO Roadway Lighting Design Guide

Transit Facilities/Service Types

BUS STOP

Cost: $$$


Molalla, OR


Pendleton, OR

Transit stop shelters help protect passengers waiting to load the bus from the elements and provides a great level of comfort. They also increase the visibility of transit stops and attractiveness for riders.

Benefits

- Provides protection from the elements and a place to sit for people waiting for transit.
- Provides a prominent visual cue about where the transit stop is located.

Constraints

- Require sufficient space along the street for bus to safely pull over and stop.
- Sign poles and stop amenities require maintenance

Typical Applications

- Install bus stops at locations with potential or existing transit demand
- Inclusion of amenities such as shelters and seating can be determined based upon daily boardings or market served (e.g. bus stop at senior center probably needs seating)

Design Considerations

- The style of the transit stop shelter can depend on the preferences of the local jurisdiction.
- At stops with a high number of daily boardings (i.e. over 100), a larger shelter or multiple shelters should be considered.
- Shelters should be cleaned and maintained regularly.
- Shelters should have transparent sides for greater visibility and panels should be resistant to fading or clouding.

Additional Guidance

- TCRP Report 19: Guidelines for the Location and Design of Bus Stops
- Transit in Small Cities: A Primer for Planning, Siting and Designing Transit Facilities in Oregon

Transit Facilities/Service Types

PARK-AND-POOL OR PARK-AND-RIDE

Cost: $



A park-and-ride facility with parking, lighting and shelters for waiting passengers



People meet at a park-and-pool facility to commute by vanpool

Application to Hermiston

Park-and-pool may be a low-cost option for organizing rides between Hermiston and common work, shopping, and service destinations. Park-and-pool locations could be upgraded to transit stops depending on future demand.

Park-and-pool or park-and-ride facilities allow travelers to drive to a parking facility, park, and use transit or carpool to their eventual destination. Park-and-ride or park-and-pool lots may be owned by a city, transit agency, or by a business that has excess parking during typical work hours.

Benefits

- Reduces the need for parking in downtown areas and activity centers
- Reduces single-occupant vehicle travel, which supports environmental goals
- Saves money by reducing gas costs for individual commuters

Constraints

- Requires agreement with property owners to allow shared parking between users

Typical Applications

- These programs work well in rural or suburban areas where fixed-route transit is limited, and in communities with long commutes and common work destinations.
- They may be located in a downtown area, at the edge of a downtown, or within a neighborhood.

Design Considerations

- Integrate park-and-ride/park-and-pool lots into existing downtowns to provide a central meeting point for people to meet and pool or take transit
- Add aesthetic treatments such as landscaping to integrate the parking area into the surrounding neighborhood.
- Provide adequate signage visible from the street indicating that parking is available, at what times, and at what (if any) cost. Ensure signage clearly states that park-and-ride/park-and-pool users are allowed to park

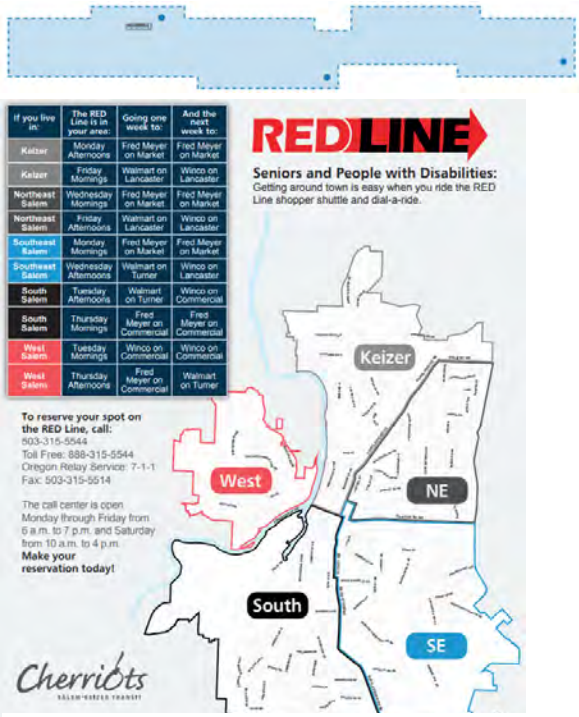
Additional Guidance

- TCRP Report 19: Guidelines for the Location and Design of Bus Stops
- Transit in Small Cities: A Primer for Planning, Siting and Designing Transit Facilities in Oregon

Transit Facilities/Service Types

DEMAND-RESPONSE SERVICE

Cost: $$$



Cherriots RED Line is an example of both a shopper shuttle and zone service

Demand-response services pick-up and drop-off passengers at their door or at the curb. Transit vehicles providing demand-response service do not follow a fixed route, but travel throughout the community transporting passengers according to their specific requests. Passengers must call ahead to book a trip.

Benefits

- High level of service for those with mobility challenges

Constraints

- Demand-response typically has low productivity, carrying 2-3 passengers per hour compared to other transit services
- Passengers must schedule service in advance

Typical Applications

- Works well in low-density areas without a strong market for fixed-route transit
- Often used to serve markets that have mobility challenges

Service Variations

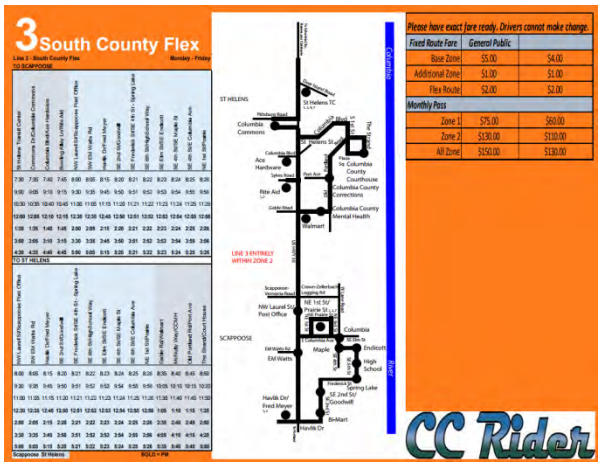
- *Shopper Shuttle* - A shopper shuttle caters to shopping trips. Shopper shuttles may be provided daily or periodically, connecting passengers from their home to a major shopping destination.
- *Zone Service* – In rural or suburban communities, transit agencies may provide service in a particular neighborhood or zone during days of the week
- *Taxi Vouchers* – Public agencies may subsidize taxi fares as a way of providing demand-response service using existing general public taxi services. Passengers may either buy vouchers in advance at a discounted rate or pay the fare and submit for reimbursement.
- *Volunteer Programs* – Volunteers may subsidize taxi fares as a way of providing demand-response service using existing general public taxi services. Passengers may either buy vouchers in advance at a discounted rate or pay the fare and submit for reimbursement.
- *Vanpools* – Vanpools are a prearranged ridesharing service in which a number of people travel together on a regular basis in a van. Vanpools may be publicly operated, employer operated, individually owned, or leased.

Transit Facilities/Service Types

FLEX SERVICE

Cost: $$





CC Rider's Route 3 provides flex service between Scappoose and St. Helen's. Riders can call in advance to schedule a pick-up no more than ½ mile from the published route.

Flex service is a hybrid service type that combines the structure of a fixed-route with the flexibility of demand-response service. There are many models of flex service, ranging from those that are primarily fixed routes but offer limited deviations upon request, to those that are primarily demand-response zones but offer fixed time points.

Benefits

- In lower demand areas where deviations can be accommodated, both fixed-route and ADA paratransit service can be provided with one vehicle
- Meets ADA paratransit requirements as long as schedule builds in additional time for deviations and service is open to the general public

Constraints

- Deviations add travel time and may discourage choice riders
- In rural areas with disconnected road networks, accommodating out-and-back deviations may add significant travel time

Typical Applications

- Flex service works in areas with low to medium densities where deviations to pick-up passengers can be supported while maintaining service along advertised routes.

Service Variations

- *Point-Deviated Service* – Point deviated routes have several fixed timepoints, and passengers who live between the time points may call to request a curbside pick-up. The driver takes the most direct route between time points to pick-up each passenger.
- *Deviated Service* – Deviated service operates via a set route. Passengers may call ahead to request a deviation from that route, and as long as the pickup allows the bus to stay on schedule, the driver will deviate from the route to pick-up a passenger in front of their destination. Deviations are "out-and-back," meaning the bus returns back to the same point at which it started the deviation.

Transit Facilities/Service Types

FIXED-ROUTE

Cost: $$



Fixed-route service means that transit vehicles run along a set route during a set schedule. Typically, fixed-route service is characterized by designated bus stops where passengers board and alight, and is supported with service information (maps and timetables).

Service Variations

Local Route



Transit Service that involves frequent stops that circulate passengers within a community

Intercity



Intercity transit routes provide direct service along major travel corridors with limited stops. These routes typically service longer distances than local fixed-routes. Between destinations, intercity services typically operate on arterials or interstate roadways.

Commuter

Commuter service is specifically designed to bring people from residential areas to employment centers. These routes may look similar to intercity routes, but only operate during employment peak hours.



The SRT-Malheur Express and Snake River Transit services provide a mix of local and intercity service between Ontario, Fruitland and Payette.

Benefits

- Predictable service that riders can access by following the schedule and map
- Cost effective (cost per rider) when serving high ridership corridors
- Can provide fairly direct travel times competitive with driving, making service more attractive to choice riders

Constraints

- Not well suited to serving large service areas or dispersed origins and destination
- Requires ADA complementary paratransit service (demand-response) within ¾ mile of fixed route, operating during the same days and hours

Typical Applications

- Connects origins and destinations within a community or between communities

Service Variations

- *Point-Deviated Service* – Point deviated routes have several fixed timepoints, and passengers who live between the time points may call to request a curbside pick-up. The driver takes the most direct route between time points to pick-up each passenger.
- *Deviated Service* – Deviated service operates via a set route. Passengers may call ahead to request a deviation from that route, and as long as the pickup allows the bus to stay on schedule, the driver will deviate from the route to pick-up a passenger in front of their destination. Deviations are "out-and-back," meaning the bus returns back to the same point at which it started the deviation.

ATTACHMENT J – DETAILED PEDESTRIAN AND BICYCLE LEVEL OF TRAFFIC STRESS

Join_Count	TARGET_FII	KAI_Street	FIRST_BEG	FIRST_END	KAI_HSAP	JURIS_KAI	MEDIAN_K/	BIKFAC_KA	EQU_KAI	FUNC_KAI	ACCS_KAI	SCH_1MI	POP64_KAI	PVT_COND	KAI_SEGID	SPEED_KAI	LANES_KAI	AADT_KAI	PLTS_FUN	LAND_KAI	PLTS_TYPE	PLTS	Shape_Length
2	28	DIAGONAL	0	1319.9998	1	County		1.0000000	Low/Mediu	Urban Minor	Arterial	1	0	Good	SEGB_28	45.000000	2.0000000	6000	Arterial	Open Spac	NOSIDEWA	4	402.336764710620628
2	30	E AIRPORT	0	1319.9998	1	County			Medium/Hi	Urban Major	Collector	1	0	None	SEGB_30	25.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	402.336757802996715
2	46	E DIAGONA	0	1319.9997	1	City		1.0000000	High	Urban Major	Collector	1	0	None	SEGB_46	25.000000	2.000000000000000		Collector	Residential	TRAIL	1	544.284993827345602
2	48	E ELM AVE	0	1320.0000	1	City	TWLTL / Pa	1.0000000	High	Urban Minor	Arterial	1	0	Fair	SEGB_48	40.000000	2.0000000	7000	Arterial	Residential	BUFFER	4	402.336809213247022
0	51	E FEEDVILL	0	1319.9999	1	County			Medium/Hi	Urban Major	Collector	0	0	None	SEGB_51	55.000000	2.0000000	1500	Collector	Commerci	NOSIDEWA	4	402.336804205061412
2	53	E GLADYS A	0	1319.9999	1	City			Medium/Hi	Urban Minor	Collector	1	0	None	SEGB_53	25.000000	2.0000000	2960	Collector	Commerci	BUFFER	2	402.336785512259326
2	56	E HIGHLAN	0	1320.0000	1	County			Medium/Hi	Urban Major	Collector	1	0	None	SEGB_56	25.000000	2.0000000	1300	Collector	Industrial	NOSIDEWA	4	402.336824958419129
2	57	E HOOKER	0	1319.9997	1	County			Low	Rural	Collector	1	0	None	SEGB_57	25.000000	2.0000000	1000	Collector	Open Spac	NOSIDEWA	4	402.336717646139562
2	84	E PENNEY A	0	1320.0001	1	City			Medium/Hi	Urban Minor	Collector	0	0	None	SEGB_84	25.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	402.336836918302879
2	109	KELLI BLVD	0	1319.9999	1	City			Medium/Hi	Urban Minor	Collector	0	0	None	SEGB_109	25.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	402.336793929572423
1	122	Mobile Parl	0	851.31452	1	City			Medium/Hi	Urban Minor	Collector	1	0	None	SEGB_122	25.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	259.481185199580523
2	135	N 1ST PL	0	1320.0002	1	City			High	Urban Major	Collector	1	0	None	SEGB_135	45.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	402.336865663928506
2	136	N 1ST ST	0	1320.0001	1	State	Painted CTL		High	Urban Majc	1	1	0	Good	SEGB_136	45.000000	4.0000000	13000	Arterial	Commerci	BUFFER	4	402.336847873393367
0	139	N OTT RD	0	1320.0000	1	County			Medium/Hi	Rural	Collector	1	0	None	SEGB_139	25.000000	2.000000000000000		Collector	Open Spac	NOSIDEWA	4	402.336833518065589
2	142	NE 10TH ST	0	1319.9999	1	City			Medium/Hi	Urban Major	Collector	1	0	None	SEGB_142	25.000000	2.0000000	3190	Collector	Residential	BUFFER	4	402.336794166765458
2	165	NE 4TH ST	0	1319.9999	1	City		1.0000000	Medium/Hi	Urban Minor	Arterial	1	0	None	SEGB_165	35.000000	2.000000000000000		Arterial	Residential	BUFFER	3	402.336800406887050
1	245	NW 11TH S	0	1320.0001	1	City		1.0000000	High	Urban Minor	Arterial	1	1	Fair	SEGB_245	30.000000	2.0000000	10000	Arterial	Commerci	LANDUSE	3	402.336853030600423
2	273	NW GEER F	0	1319.9999	1	County			High	Urban Minor	Collector	1	0	None	SEGB_273	25.000000	2.000000000000000		Collector	Residential	NOSIDEWA	4	260.705982954410104
1	289	S 1ST PL	0	844.37525	1	City			Medium/Hi	Urban Major	Collector	1	0	None	SEGB_289	25.000000	2.0000000	2513	Collector	Commerci	BUFFER	2	257.366091890821394
2	290	S 1ST ST	0	1319.9999	1	County			Medium/Hi	Urban Major	Collector	0	0	None	SEGB_290	45.000000	2.0000000	1529	Collector	Industrial	NOSIDEWA	4	402.336777719555812
2	291	S HIGHWA	0	1320.0001	1	State	Painted CT	1.0000000	Medium/Hi	Urban Major	Arterial	1	0	Very Good	SEGB_291	55.000000	4.0000000	14000	Arterial	Industrial	NOSIDEWA	4	402.336848787970325
0	292	S OTT RD	0	1320.0000	1	City			Medium/Hi	Urban Major	Collector	0	0	None	SEGB_292	25.000000	2.000000000000000		Collector	Open Spac	NOSIDEWA	4	402.336818124876913
2	297	SE 10TH ST	0	1319.9999	1	City			Medium/Hi	Urban Major	Collector	1	0	None	SEGB_297	25.000000	2.0000000	4850	Collector	Residential	BUFFER	2	201.613721721539889
1	300	SE 17TH ST	0	995.25326	1	City			Medium/Hi	Urban Minor	Collector	1	0	None	SEGB_300	25.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	303.353802118327224
2	304	SE 4TH ST	0	1320.0001	1	City			Medium/Hi	Urban Minor	Collector	1	0	None	SEGB_304	25.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	240.733163315771549
2	318	SE CAMPBI	0	1319.9998	1	City			Medium/Hi	Urban Minor	Collector	1	0	None	SEGB_318	25.000000	2.000000000000000		Collector	Commerci	LANDUSE	3	402.336773548032454
2	319	SE COLUM	0	1319.9999	1	City			Medium/Hi	Urban Minor	Collector	1	0	None	SEGB_319	25.000000	2.000000000000000		Collector	Commerci	LANDUSE	3	402.336787977748259
2	323	SE KELLI BL	0	1319.9999	1	City			Medium/Hi	Urban Minor	Collector	1	0	None	SEGB_323	25.000000	2.000000000000000		Collector	Commerci	LANDUSE	3	402.336793619727814
1	324	SE NINTH S	0	1275.0683	1	City			Medium/Hi	Urban Minor	Collector	1	0	None	SEGB_324	25.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	388.641600606822237
1	327	SE PORT DI	0	509.97028	1	City			Medium/Hi	Urban Minor	Collector	1	0	None	SEGB_327	25.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	155.439255211173446
1	328	SE PORT DI	0	552.83038	1	City			Medium/Hi	Urban Minor	Collector	1	0	None	SEGB_328	25.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	116.103116569534123
1	342	SW 11TH S	0	1320.0000	1	City		1.0000000	High	Urban Minor	Arterial	1	0	Good	SEGB_342	45.000000	2.0000000	5000	Arterial	Residential	NOSIDEWA	4	205.168091796382100
2	425	W ELM AVE	0	1320.0001	1	City			High	Rural	Arterial	1	1	None	SEGB_425	25.000000	2.000000000000000		Arterial	Commerci	NOSIDEWA	4	243.892493757670564
2	427	W GETTMA	0	1320.0002	1	City			Medium/Hi	Urban Minor	Collector	1	0	None	SEGB_427	25.000000	2.0000000	500	Collector	Residential	NOSIDEWA	4	402.336892392466325
2	435	W HERMIST	0	1320.0001	1	City			High	Urban Major	Collector	1	1	None	SEGB_435	25.000000	2.0000000	2480	Collector	Residential	BUFFER	2	402.336859001057064
2	436	W HIGHLAI	0	1320.0002	1	City		1.0000000	High	Urban Minor	Arterial	1	0	None	SEGB_436	45.000000	2.000000000000000		Arterial	Residential	TRAIL	1	402.336893761713043
2	469	W PUNKIN	0	1319.9998	1	County			High	Urban Major	Collector	1	0	None	SEGB_469	40.000000	2.000000000000000		Collector	Residential	NOSIDEWA	4	402.336773410511341
2	477	W THEATEF	0	1320.0000	1	City			High	Urban Minor	Collector	1	0	None	SEGB_477	25.000000	2.0000000	3500	Collector	Commerci	LANDUSE	3	273.850048884926764
1	481	HIGHWAY 2	0	1319.9997	1	City		1.0000000	Medium/Hi	Rural	Arterial	1	1	Good	SEGB_481	50.000000	2.0000000	4434	Arterial	Open Spac	NOSIDEWA	4	402.336735035658194
2	482	FEEDVILLE	0	1319.9997	1	County			Medium/Hi	Rural	Collector	0	0	None	SEGB_482	55.000000	2.0000000	1500	Collector	Open Spac	NOSIDEWA	4	402.336726337359266
2	483	E LOOP RD	0	1319.9999	1	County			Medium/Hi	Rural	Collector	1	0	None	SEGB_483	25.000000	2.0000000	545	Collector	Open Spac	NOSIDEWA	4	402.336788048255585
2	484	E PUNKIN C	0	1319.9997	1	County			Medium/Hi	Urban Major	Collector	1	0	None	SEGB_484	45.000000	2.0000000	3310	Collector	Open Spac	NOSIDEWA	4	402.336739594326787
1	485	BRIDGE RD	0	319.98730	1	County			High	Urban Minor	Arterial	1	1	None	SEGB_485	45.000000	2.000000000000000		Arterial	Open Spac	TRAIL	1	97.532326663284110
0	486	MINNEHAH	0	26.282559	1	City			High	Rural	Collector	1	1	None	SEGB_486	25.000000	2.000000000000000		Collector	Open Spac	NOSIDEWA	4	8.010940223886838
0	487	MINNEHAH	0	1320.0001	1	City			High	Rural	Collector	1	1	None	SEGB_487	55.000000	2.000000000000000		Collector	Open Spac	NOSIDEWA	4	402.336851819480046
3	488	MINNEHAH	0	1319.9999	1	County			Low	Rural	Collector	1	1	None	SEGB_488	55.000000	2.000000000000000		Collector	Open Spac	NOSIDEWA	4	402.336804125376489
2	489	MINNEHAH	0	73.741085	1	County			Low	Rural	Collector	0	1	None	SEGB_489	25.000000	2.000000000000000		Collector	Open Spac	NOSIDEWA	4	22.476327691057346
0	492	FEEDVILLE	0	1320.0000	1	County			High	Urban Major	Collector	0	0	None	SEGB_492	55.000000	2.0000000	1500	Collector	Commerci	NOSIDEWA	4	402.336823894122517
1	760	DIAGONAL	0	1320.0000	1	City	TWLTL / pa	1.0000000	High	Urban Minor	Arterial	1	0	Fair	SEGB_496	45.000000	2.0000000	6000	Arterial	Commerci	NOSIDEWA	4	402.336828320683082
1	761	DIAGONAL	0	545.64880	1	County		1.0000000	Medium/Hi	Urban Minor	Arterial	0	0	Good	SEGB_497	45.000000	2.0000000	6000	Arterial	Open Spac	NOSIDEWA	4	166.314086901827693
1	765	E THEATER	0	1319.9999	1	City			High	Urban Minor	Collector	1	0	None	SEGB_501	25.000000	2.0000000	3860	Collector	Commerci	BUFFER	2	402.336797915058980
1	766	E THEATER	0	1320.0001	1	City			Medium/Hi	Urban Minor	Collector	1	0	None	SEGB_502	25.000000	2.0000000	2360	Collector	Residential	BUFFER	2	402.336852593202764
1	767	E THEATER	0	1319.9999	1	City			Medium/Hi	Urban Minor	Collector	1	0	None	SEGB_503	25.000000	2.0000000	1320	Collector	Residential	BUFFER	2	402.336782886915898
1	768	E THEATER	0	1319.9998	1	City			Medium/Hi	Urban Minor	Collector	1	0	None	SEGB_504	25.000000	2.0000000	1320	Collector	Residential	BUFFER	2	402.336762226094947
1	769	E THEATER	0	1320.0000	1	City			Medium/Hi	Rural	Collector	1	0	None	SEGB_505	25.000000	2.0000000	350	Collector	Residential	NOSIDEWA	4	402.336815535078131
1	770	E THEATER	0	1320.0000	1	County			Low/Mediu	Rural	Collector	1	0	None	SEGB_506	25.000000	2.0000000	350	Collector	Open Spac	NOSIDEWA	4	402.336824113949149
1	771	E THEATER	0	1319.9999	1	County			Low/Mediu	Rural	Collector	1	0	None	SEGB_507	25.000000	2.0000000	350	Collector	Open Spac	NOSIDEWA	4	402.336776987556732
1	776	N 1ST PL	0	1320.0000	1	City			High	Urban Major	Collector	1	0	None	SEGB_512	35.000000	2.0000000	6202	Collector	Industrial	BUFFER	3	402.336822701521498
1	777	N 1ST PL	0	1320.0000	1	City			High	Urban Major	Collector	1	0	None	SEGB_513	35.000000	2.000000000000000		Collector	Industrial	NOSIDEWA	4	402.336832947824973
1	778	N 1ST PL	0	1319.9998	1	City			High	Urban Major	Collector	1	0	None	SEGB_514	45.000000	2.000000000000000		Collector	Industrial	NOSIDEWA	4	402.336767682618927
1	779	N 1ST PL	0	1320.0000	1	City			High	Urban Major	Collector	1	0	None	SEGB_515	45.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	402.336809885436651
1	780	N 1ST PL	0	996.48665	1	City			High	Urban Major	Collector	1	0	None	SEGB_516	45.000000	2.000000000000000		Collector	Residential	NOSIDEWA	4	303.729738390657531
1	781	N 1ST ST	0	1320.0002	1	State	Painted CTL		High	Urban Majc	1	1	0	Fair	SEGB_517	30.000000	4.0000000	20000	Arterial	Commerci	LANDUSE	3	402.336868957338709

1	782	N 1ST ST	0	1319.9998	1	State	Painted	CTL		Medium/Hi	Urban Majc	1	1	0	Good	SEGB_518	35.000000	4.000000	15000	Arterial	Commerci	LANDUSE	3	402.336756735186555
1	783	N 1ST ST	0	1319.9999	1	State	Painted	CTL		High	Urban Majc	1	1	0	Good	SEGB_519	45.000000	4.000000	15000	Arterial	Commerci	BUFFERWI	4	402.336792932843593
1	784	N 1ST ST	0	902.32751	1	State	Painted	CTL		High	Urban Majc	1	1	0	Good	SEGB_520	45.000000	4.000000	13000	Arterial	Commerci	BUFFERWI	4	275.029975672953015
0	785	N OTT RD	0	1319.9999	1	County				Medium/Hi	Rural Collector		0	0	None	SEGB_521	55.000000	2.000000000000000		Collector	Open Spac	NOSIDEWA	4	402.336786587869710
1	790	NE 10TH ST	0	1320.0002	1	City				High	Urban Major	Collector	1	0	None	SEGB_526	25.000000	2.000000	2690	Collector	Commerci	TRAIL	1	206.526844259930414
1	791	NE 10TH ST	0	1319.9998	1	City				Medium/Hi	Urban Major	Collector	1	0	None	SEGB_527	25.000000	2.000000	2690	Collector	Residential	NOSIDEWA	4	402.336748912666167
1	792	NE 10TH ST	0	1320.0000	1	City				Medium/Hi	Urban Major	Collector	1	0	None	SEGB_528	25.000000	2.000000	3190	Collector	Residential	NOSIDEWA	4	213.439842422964489
1	793	NE 10TH ST	0	904.06785	1	County				Medium/Hi	Urban Major	Collector	1	0	None	SEGB_529	45.000000	2.000000	1170	Collector	Open Spac	NOSIDEWA	4	275.560433014766829
1	794	NE 4TH ST	0	1320.0001	1	City				High	Urban Minor	Arterial	1	0	None	SEGB_530	25.000000	2.000000	6950	Arterial	Commerci	BUFFER	2	204.038954849484043
1	795	NE 4TH ST	0	1319.9997	1	City		1.0000000		Medium/Hi	Urban Minor	Arterial	1	0	None	SEGB_531	25.000000	2.000000000000000		Arterial	Commerci	NOSIDEWA	4	205.733316329572858
1	796	NE 4TH ST	0	1319.9999	1	City		1.0000000		Medium/Hi	Urban Minor	Arterial	1	0	None	SEGB_532	25.000000	2.000000000000000		Arterial	Residential	BUFFER	2	209.085604651314981
1	797	NE 4TH ST	0	998.31048	1	City		1.0000000		Medium/Hi	Urban Minor	Arterial	1	0	None	SEGB_533	35.000000	2.000000000000000		Arterial	Residential	BUFFER	3	304.285644270313355
2	805	NW 11TH S	0	1319.9999	1	County				High	Urban Major	Collector	1	0	None	SEGB_541	25.000000	2.000000000000000		Collector	Residential	NOSIDEWA	4	402.336804633442171
1	811	NW GEER F	0	1320.0000	1	County				High	Urban Minor	Collector	1	0	None	SEGB_547	25.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	402.336833837595009
1	812	NW GEER F	0	166.11047	1	County				High	Urban Minor	Collector	1	0	None	SEGB_548	25.000000	2.000000000000000		Collector	Residential	NOSIDEWA	4	50.630574139838444
1	820	W PUNKIN	0	1320.0000	1	County				High	Urban Major	Collector	0	0	None	SEGB_556	40.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	402.336832976604626
1	821	W PUNKIN	0	1319.9998	1	County				High	Urban Major	Collector	1	0	None	SEGB_557	40.000000	2.000000000000000		Collector	Residential	NOSIDEWA	4	244.643870083855120
1	822	W PUNKIN	0	148.28241	1	City				High	Urban Major	Collector	1	0	None	SEGB_558	25.000000	2.000000000000000		Collector	Residential	NOSIDEWA	4	45.196571637175111
1	823	W THEATEF	0	1320.0001	1	City				High	Urban Minor	Collector	1	0	None	SEGB_559	25.000000	2.000000	3500	Collector	Commerci	LANDUSE	3	402.336848668274286
1	825	E PUNKIN (	0	1319.9999	1	County				High	Urban Major	Collector	1	0	None	SEGB_561	45.000000	2.000000	5070	Collector	Commerci	NOSIDEWA	4	402.336792240975910
3	826	E PUNKIN (	0	1319.9999	1	City				Medium/Hi	Urban Major	Collector	1	0	None	SEGB_562	45.000000	2.000000	4380	Collector	Residential	NOSIDEWA	4	402.336795556846369
1	827	E PUNKIN (	0	1320.0000	1	City				Medium/Hi	Urban Major	Collector	1	0	None	SEGB_563	45.000000	2.000000	4380	Collector	Residential	NOSIDEWA	4	263.684777834226111
1	828	E PUNKIN (	0	1319.9999	1	County				Medium/Hi	Urban Major	Collector	1	0	None	SEGB_564	45.000000	2.000000	4020	Collector	Open Spac	NOSIDEWA	4	402.336790901687721
1	829	E PUNKIN (	0	1320.0002	1	County				Medium/Hi	Urban Major	Collector	1	0	None	SEGB_565	45.000000	2.000000	3300	Collector	Open Spac	NOSIDEWA	4	402.336870495016342
1	830	E PUNKIN (	0	1319.9997	1	County				Medium/Hi	Urban Major	Collector	1	0	None	SEGB_566	45.000000	2.000000	3310	Collector	Open Spac	NOSIDEWA	4	402.336743683770180
1	831	E PUNKIN (	0	1320.0001	1	County				Medium/Hi	Urban Major	Collector	1	0	None	SEGB_567	45.000000	2.000000	3310	Collector	Open Spac	NOSIDEWA	4	402.336854276987140
1	832	E PUNKIN (	0	339.04109	1	County				Medium/Hi	Urban Major	Collector	0	0	None	SEGB_568	45.000000	2.000000000000000		Collector	Open Spac	NOSIDEWA	4	103.339931162337535
0	833	N OTT RD	0	1320.0000	1	County				Medium/Hi	Rural Collector		0	0	None	SEGB_569	55.000000	2.000000000000000		Collector	Open Spac	NOSIDEWA	4	402.336831789353880
0	834	N OTT RD	0	1319.9999	1	County				Medium/Hi	Rural Collector		0	0	None	SEGB_570	55.000000	2.000000000000000		Collector	Open Spac	NOSIDEWA	4	402.336791713756668
0	835	N OTT RD	0	539.00877	1	County				Medium/Hi	Rural Collector		0	0	None	SEGB_571	55.000000	2.000000000000000		Collector	Open Spac	NOSIDEWA	4	164.290204667927327
1	836	NW 11TH S	0	1319.9999	1	City				High	Urban Major	Collector	1	1	None	SEGB_572	25.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	204.846307266886015
1	837	NW 11TH S	0	887.91753	1	City				High	Urban Major	Collector	1	0	None	SEGB_573	25.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	270.637806909555252
1	838	AIRPORT W	0	1319.9999	1	City				Medium/Hi	Urban Minor	Collector	1	0	None	SEGB_574	25.000000	2.000000000000000		Collector	Industrial	NOSIDEWA	4	402.336800641796401
1	839	AIRPORT W	0	1320.0000	1	City				Medium/Hi	Urban Minor	Collector	1	0	None	SEGB_575	25.000000	2.000000000000000		Collector	Industrial	NOSIDEWA	4	402.336824389041112
1	843	CHRISTIAN	0	1070.4210	1	County				Medium/Hi	Urban Minor	Collector	1	0	None	SEGB_579	25.000000	2.000000000000000		Collector	Residential	NOSIDEWA	4	326.264975514963794
1	844	E DIAGONA	0	1320.0000	1	City	TWLTL	1.0000000		High	Urban Major	Collector	1	1	None	SEGB_580	25.000000	2.000000000000000		Collector	Commerci	BUFFER	2	402.336833566990890
1	845	E DIAGONA	0	1319.9998	1	City		1.0000000		High	Urban Major	Collector	1	1	None	SEGB_581	25.000000	2.000000000000000		Collector	Commerci	LANDUSE	3	402.336773117357666
1	846	E DIAGONA	0	1320.0000	1	City		1.0000000		High	Urban Major	Collector	1	0	None	SEGB_582	25.000000	2.000000000000000		Collector	Commerci	TRAIL	1	244.819038668206389
1	848	E ELM AVE	0	1320.0001	1	City		1.0000000		High	Urban Minor	Arterial	1	0	Fair	SEGB_584	25.000000	2.000000	10000	Arterial	Commerci	LANDUSE	3	402.336838326591078
1	849	E ELM AVE	0	1319.9999	1	City		1.0000000		High	Urban Minor	Arterial	1	0	Fair	SEGB_585	25.000000	2.000000	6000	Arterial	Commerci	NOSIDEWA	4	402.336783481069403
1	850	E ELM AVE	0	1320.0000	1	City		1.0000000		High	Urban Minor	Arterial	1	0	Fair	SEGB_586	40.000000	2.000000	6000	Arterial	Commerci	NOSIDEWA	4	402.336826683581023
1	851	E ELM AVE	0	1319.9999	1	City		1.0000000		High	Urban Minor	Arterial	1	0	Fair	SEGB_587	40.000000	2.000000	6000	Arterial	Commerci	NOSIDEWA	4	402.336790078202569
1	853	E GLADYS A	0	1304.6917	1	City				High	Urban Minor	Collector	1	0	None	SEGB_589	25.000000	2.000000	2960	Collector	Commerci	LANDUSE	2	397.670837414734706
1	855	E HIGHLAN	0	1319.9999	1	City				Medium/Hi	Urban Minor	Arterial	1	1	None	SEGB_591	25.000000	2.000000	5400	Arterial	Commerci	LANDUSE	3	402.336776684607798
1	856	E HIGHLAN	0	1320.0000	1	City				Medium/Hi	Urban Minor	Arterial	1	1	None	SEGB_592	25.000000	2.000000	5400	Arterial	Commerci	BUFFER	2	402.336825724416485
1	857	E HIGHLAN	0	1319.9999	1	City				Medium/Hi	Urban Minor	Arterial	1	1	None	SEGB_593	25.000000	2.000000	5400	Arterial	Residential	BUFFER	2	402.336781892125828
1	858	E HIGHLAN	0	1319.9999	1	City				Medium/Hi	Urban Minor	Arterial	1	1	None	SEGB_594	25.000000	2.000000	5400	Arterial	Residential	BUFFER	2	402.336787250901125
1	859	E HIGHLAN	0	1320.0001	1	City				Medium/Hi	Urban Major	Collector	1	0	None	SEGB_595	25.000000	2.000000	5400	Collector	Residential	NOSIDEWA	4	392.974308267709603
1	860	E HIGHLAN	0	1319.9998	1	County				Medium/Hi	Urban Major	Collector	1	0	None	SEGB_596	25.000000	2.000000	5400	Collector	Open Spac	NOSIDEWA	4	402.336767630634824
1	861	E HIGHLAN	0	1319.9999	1	County				Medium/Hi	Urban Major	Collector	1	0	None	SEGB_597	25.000000	2.000000	1000	Collector	Industrial	NOSIDEWA	4	402.336787287926541
1	862	E HIGHLAN	0	79.019317	1	County				Medium/Hi	Urban Major	Collector	0	0	None	SEGB_598	25.000000	2.000000	1300	Collector	Industrial	NOSIDEWA	4	24.085136274777227
1	863	E HOOKER	0	1320.0001	1	City		1.0000000		High	Urban Major	Collector	1	0	None	SEGB_599	25.000000	2.000000	1000	Collector	Commerci	TRAIL	1	295.192762948280347
1	864	E HOOKER	0	972.30392	1	County				Medium/Hi	Rural Collector		1	0	None	SEGB_600	25.000000	2.000000	1000	Collector	Open Spac	NOSIDEWA	4	296.358830476422838
1	870	E MAIN ST	0	1320.0000	1	City				Medium/Hi	Urban Major	Collector	1	0	None	SEGB_606	25.000000	2.000000000000000		Collector	Commerci	BUFFER	1	402.336815627023782
1	871	E MAIN ST	0	1319.9999	1	City				High	Urban Major	Collector	1	1	None	SEGB_607	25.000000	2.000000000000000		Collector	Commerci	BUFFER	2	402.336777372601318
1	890	N OTT RD	0	1320.0000	1	County				Medium/Hi	Rural Collector		1	0	None	SEGB_626	25.000000	2.000000000000000		Collector	Open Spac	NOSIDEWA	4	402.336827461355881
0	891	N OTT RD	0	1319.9999	1	County				Medium/Hi	Rural Collector		1	0	None	SEGB_627	25.000000	2.000000000000000		Collector	Open Spac	NOSIDEWA	4	402.336780706177592
0	892	N OTT RD	0	1319.9999	1	County				Medium/Hi	Rural Collector		1	0	None	SEGB_628	55.000000	2.000000000000000		Collector	Open Spac	NOSIDEWA	4	402.336785675957117
1	900	NW 11TH S	0	1319.9998	1	City		1.0000000		High	Urban Minor	Arterial	1	1	Fair	SEGB_636	30.000000	2.000000	10000	Arterial	Commerci	BUFFER	3	402.336767104799151
1	901	NW 11TH S	0	1319.9998	1	City		1.0000000		High	Urban Major	Collector	1	1	None	SEGB_637	30.000000	2.000000000000000		Collector	Commerci	LANDUSE	3	204.297312584821469
1	907	S 1ST ST	0	1320.0000	1	City				Medium/Hi	Urban Major	Collector	1	0	None	SEGB_643	25.000000	2.000000	2513	Collector	Commerci	LANDUSE	3	402.336816292033518
1	908	S 1ST ST	0	1320.0000	1	City				Medium/Hi	Urban Major	Collector	1	0	None	SEGB_644	25.000000	2.000000	3000	Collector	Commerci	BUFFER	2	402.336808454432855
1	909	S 1ST ST	0	1319.9998	1	City				Medium/Hi	Urban Major	Collector	1	0	None	SEGB_645	25.000000	2.000000	3000	Collector	Commerci	BUFFER	2	402.336756823527082
3	910	S HIGHWA	0	1320.0000	1	State	Painted	CTL		Medium/Hi	Urban Majc	1	1	0	Fair	SEGB_646	30.000000	4.000000	17000	Arterial	Commerci	LANDUSE	3	402.336822996276339

0	911 S OTT RD	0	1320.0002	1	City			Medium/Hi	Urban Major Collector		0	0	None	SEGB_647	25.000000	2.000000000000000		Collector	Industrial	NOSIDEWA	4	402.336870056056455
1	916 SE 10TH ST	0	1320.0000	1	City			Low	Urban Major Collector		1	0	None	SEGB_652	25.000000	2.0000000	4850	Collector	Residential	LANDUSE	2	402.336824430153229
1	917 SE 10TH ST	0	1021.9717	1	County			Medium/Hi	Urban Minor Collector		1	0	None	SEGB_653	25.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	311.497608274575498
1	919 SE 4TH ST	0	1320.0001	1	City			Medium/Hi	Urban Minor Arterial		1	1	None	SEGB_655	25.000000	2.000000000000000		Arterial	Commerci	BUFFER	2	402.336854888812525
1	920 SE 4TH ST	0	1319.9997	1	City			Medium/Hi	Urban Minor Arterial		1	1	None	SEGB_656	25.000000	2.000000000000000		Arterial	Commerci	LANDUSE	2	402.336728987426000
1	921 SE 4TH ST	0	680.45045	1	County			Medium/Hi	Urban Minor Collector		1	0	None	SEGB_657	25.000000	2.000000000000000		Collector	Residential	NOSIDEWA	4	207.401714315752827
1	929 SE COLUM	0	217.25588	1	City			Medium/Hi	Urban Minor Collector		1	0	None	SEGB_665	25.000000	2.000000000000000		Collector	Commerci	LANDUSE	3	66.219726050286297
1	933 SW 11TH S	0	1319.9998	1	City	Painted CT	1.0000000	High	Urban Minor Arterial		1	1	Poor	SEGB_669	30.000000	2.0000000	12000	Arterial	Commerci	BUFFER	3	402.336761639083136
1	934 SW 11TH S	0	1320.0002	1	City	Painted CT	1.0000000	High	Urban Minor Arterial		1	1	Poor	SEGB_670	35.000000	2.0000000	5000	Arterial	Commerci	LANDUSE	3	205.191240885943245
1	935 SW 11TH S	0	1319.9999	1	City		1.0000000	High	Urban Minor Arterial		1	1	Fair	SEGB_671	35.000000	2.0000000	5000	Arterial	Residential	NOSIDEWA	4	402.336792113164506
2	936 SW 11TH S	0	1320.0000	1	City		1.0000000	High	Urban Minor Arterial		1	1	Good	SEGB_672	45.000000	2.0000000	5000	Arterial	Residential	BUFFER	4	402.336820021914775
1	940 SW 7TH ST	0	1320.0000	1	City			High	Urban Minor Collector		1	0	None	SEGB_676	25.000000	2.0000000	2040	Collector	Commerci	BUFFER	2	402.336825109812537
2	941 SW 7TH ST	0	1320.0000	1	City			Medium/Hi	Urban Minor Collector		1	0	None	SEGB_677	25.000000	2.0000000	3160	Collector	Residential	BUFFER	2	402.336815985798410
1	954 W ELM AVE	0	1319.9999	1	City	TWLTL	1.0000000	High	Urban Minor Arterial		1	0	Fair	SEGB_690	30.000000	2.0000000	9000	Arterial	Commerci	LANDUSE	3	402.336798967169159
1	955 W ELM AVE	0	1320.0001	1	City	TWLTL	1.0000000	High	Urban Minor Arterial		1	1	Fair	SEGB_691	30.000000	2.0000000	11000	Arterial	Residential	LANDUSE	3	402.336845233627571
1	956 W ELM AVE	0	1320.0000	1	City	TWLTL / Pa	1.0000000	High	Urban Minor Arterial		1	1	Fair	SEGB_692	30.000000	2.0000000	11000	Arterial	Commerci	LANDUSE	3	402.336810794668963
1	957 W ELM AVE	0	1319.9997	1	City	TWLTL / Pa	1.0000000	High	Urban Minor Arterial		1	1	Fair	SEGB_693	30.000000	2.0000000	11000	Arterial	Commerci	LANDUSE	3	402.336738181315582
1	958 W ELM AVE	0	1312.4154	1	City			High	Rural Arterial		1	0	None	SEGB_694	25.000000	2.000000000000000		Arterial	Residential	NOSIDEWA	4	400.025027465304674
1	960 W HERMIS	0	1320.0000	1	City			Medium/Hi	Urban Major Collector		1	0	None	SEGB_696	25.000000	2.0000000	9270	Collector	Commerci	BUFFER	2	402.336811352673749
1	961 W HERMIS	0	1320.0001	1	City			High	Urban Major Collector		1	0	None	SEGB_697	25.000000	2.0000000	2480	Collector	Commerci	BUFFER	2	402.336847360350589
1	962 W HERMIS	0	1319.9997	1	City			High	Urban Major Collector		1	0	None	SEGB_698	25.000000	2.0000000	2480	Collector	Commerci	BUFFER	2	402.336734228921898
1	964 W HIGHLAI	0	1319.9999	1	City		1.0000000	Medium/Hi	Urban Minor Arterial		1	0	None	SEGB_700	25.000000	2.000000000000000		Arterial	Commerci	BUFFER	2	402.336775043463547
1	965 W HIGHLAI	0	1320.0000	1	City		1.0000000	Medium/Hi	Urban Minor Arterial		1	0	None	SEGB_701	25.000000	2.000000000000000		Arterial	Residential	BUFFER	2	402.336815290732545
1	966 W HIGHLAI	0	1319.9999	1	City		1.0000000	High	Urban Minor Arterial		1	1	None	SEGB_702	25.000000	2.000000000000000		Arterial	Residential	BUFFER	2	402.336793209512905
1	967 W HIGHLAI	0	1320.0001	1	City		1.0000000	High	Urban Minor Arterial		1	1	None	SEGB_703	25.000000	2.000000000000000		Arterial	Commerci	BUFFER	2	402.336860769156146
1	968 W HIGHLAI	0	1320.0000	1	City		1.0000000	High	Urban Minor Arterial		1	1	None	SEGB_704	35.000000	2.0000000	9100	Arterial	Commerci	BUFFER	3	402.336818076223778
1	969 W HIGHLAI	0	1319.9997	1	City		1.0000000	High	Urban Minor Arterial		1	0	None	SEGB_705	35.000000	2.000000000000000		Arterial	Commerci	BUFFER	3	202.732527852490136
1	970 W HIGHLAI	0	1314.3630	1	City		1.0000000	High	Urban Minor Arterial		1	0	None	SEGB_706	45.000000	2.000000000000000		Arterial	Residential	TRAIL	1	400.618648019583247
1	978 W ORCHAF	0	1320.0001	1	City			Medium/Hi	Urban Minor Collector		1	0	None	SEGB_714	25.000000	2.0000000	5118	Collector	Commerci	BUFFER	2	402.336850099018989
1	979 W ORCHAF	0	1319.9997	1	City			High	Urban Minor Collector		1	0	None	SEGB_715	25.000000	2.0000000	5790	Collector	Residential	LANDUSE	2	402.336734458986712
1	980 W ORCHAF	0	1320.0001	1	City			High	Urban Minor Collector		1	0	None	SEGB_716	25.000000	2.0000000	5790	Collector	Residential	LANDUSE	2	402.336837400809827
1	981 W ORCHAF	0	1319.9998	1	City			High	Urban Minor Collector		1	1	None	SEGB_717	25.000000	2.0000000	3720	Collector	Commerci	LANDUSE	2	402.336765259315882
1	995 E LOOP RD	0	684.69650	1	County			Low	Rural Collector		1	0	None	SEGB_731	25.000000	2.0000000	545	Collector	Open Spac	NOSIDEWA	4	208.695913284813287
1	996 N 1ST PL	0	1320.0001	1	City			Medium/Hi	Urban Major Collector		1	0	None	SEGB_732	25.000000	2.000000000000000		Collector	Commerci	LANDUSE	3	402.336847343795000
1	997 N 1ST PL	0	1319.9997	1	City			Medium/Hi	Urban Major Collector		1	0	None	SEGB_733	25.000000	2.0000000	2513	Collector	Industrial	LANDUSE	3	402.336721180060920
1	998 N 1ST ST	0	1319.9999	1	State	Painted CTL		Medium/Hi	Urban Majc	1	1	0	Fair	SEGB_734	30.000000	4.0000000	20000	Arterial	Commerci	BUFFER	3	402.336775391397623
1	999 N 1ST ST	0	1319.9999	1	State	Painted CTL		High	Urban Majc	1	1	0	Good	SEGB_735	35.000000	4.0000000	20000	Arterial	Commerci	LANDUSE	3	402.336781798355844
1	1000 NE 10TH S1	0	1320.0000	1	City			Low	Urban Major Collector		1	0	None	SEGB_736	25.000000	2.0000000	4850	Collector	Residential	TRAIL	1	300.304342263931915
1	1001 NE 10TH S1	0	1319.9998	1	City			High	Urban Major Collector		1	0	None	SEGB_737	25.000000	2.0000000	3450	Collector	Commerci	TRAIL	1	402.336750923010641
1	1002 NE 4TH ST	0	1320.0000	1	City			High	Urban Minor Arterial		1	0	None	SEGB_738	25.000000	2.000000000000000		Arterial	Commerci	BUFFER	2	402.336816080007509
1	1003 NE 4TH ST	0	1319.9999	1	City			High	Urban Minor Arterial		1	0	None	SEGB_739	25.000000	2.0000000	6950	Arterial	Residential	BUFFER	2	402.336801929400792
2	1004 S HIGHWA	0	1319.9997	1	State	Painted CT	1.0000000	Medium/Hi	Urban Major Arterial		1	0	Very Good	SEGB_740	45.000000	4.0000000	14000	Arterial	Commerci	NOSIDEWA	4	402.336736135614728
2	1005 S HIGHWA	0	1320.0000	1	State	Painted CTL		Medium/Hi	Urban Major Arterial		1	0	Very Good	SEGB_741	45.000000	4.0000000	14000	Arterial	Commerci	BUFFER	4	402.336810992637652
2	1006 S HIGHWA	0	1320.0000	1	State	Painted CTL		Medium/Hi	Urban Majc	1	1	0	Very Good	SEGB_742	35.000000	4.0000000	14000	Arterial	Commerci	BUFFER	3	402.336808391609679
2	1007 S HIGHWA	0	1320.0001	1	State	Painted CTL		Medium/Hi	Urban Majc	1	1	0	Fair	SEGB_743	35.000000	4.0000000	15000	Arterial	Commerci	LANDUSE	3	402.336858740191701
1	1008 S HIGHWA	0	546.88446	1	State	Painted CTL		Medium/Hi	Urban Majc	1	1	0	Fair	SEGB_744	30.000000	4.0000000	17000	Arterial	Commerci	BUFFER	3	166.690719484895055
0	1009 S OTT RD	0	1320.0000	1	City			Medium/Hi	Urban Major Collector		0	0	None	SEGB_745	25.000000	2.000000000000000		Collector	Industrial	NOSIDEWA	4	402.336807846403644
0	1010 S OTT RD	0	76.910013	1	City			Medium/Hi	Urban Major Collector		0	0	None	SEGB_746	25.000000	2.000000000000000		Collector	Industrial	NOSIDEWA	4	23.442218935604767
1	1012 E AIRPORT	0	1320.0001	1	County			Medium/Hi	Urban Major Collector		1	0	None	SEGB_748	25.000000	2.000000000000000		Collector	Commerci	LANDUSE	3	402.336848122777496
1	1013 E AIRPORT	0	1319.9998	1	City			Medium/Hi	Urban Major Collector		1	0	None	SEGB_749	25.000000	2.000000000000000		Collector	Commerci	LANDUSE	3	402.336761076899393
1	1014 E AIRPORT	0	524.72524	1	County			Medium/Hi	Urban Major Collector		0	0	None	SEGB_750	25.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	159.936573333726187
2	1015 E FEEDVILL	0	1319.9999	1	City			Medium/Hi	Urban Major Collector		0	0	None	SEGB_751	55.000000	2.0000000	1500	Collector	Commerci	NOSIDEWA	4	402.336786180443994
1	1016 E FEEDVILL	0	1320.0001	1	City			Medium/Hi	Urban Major Collector		0	0	None	SEGB_752	55.000000	2.0000000	1500	Collector	Commerci	NOSIDEWA	4	402.336842516881575
0	1017 E FEEDVILL	0	1319.9999	1	County			Medium/Hi	Urban Major Collector		0	0	None	SEGB_753	55.000000	2.0000000	1500	Collector	Commerci	NOSIDEWA	4	402.336793603992078
0	1018 E FEEDVILL	0	1319.9998	1	County			Medium/Hi	Urban Major Collector		0	0	None	SEGB_754	55.000000	2.0000000	1500	Collector	Commerci	NOSIDEWA	4	402.336756005966436
0	1019 E FEEDVILL	0	1320.0001	1	County			Medium/Hi	Urban Major Collector		0	0	None	SEGB_755	55.000000	2.0000000	1500	Collector	Commerci	NOSIDEWA	4	402.336840648062946
0	1020 E FEEDVILL	0	1320.0001	1	County			Medium/Hi	Urban Major Collector		0	0	None	SEGB_756	55.000000	2.0000000	1500	Collector	Commerci	NOSIDEWA	4	402.336854073451718
0	1021 E FEEDVILL	0	1319.9998	1	County			Medium/Hi	Urban Major Collector		0	0	None	SEGB_757	55.000000	2.0000000	1500	Collector	Commerci	NOSIDEWA	4	402.336754802973928
0	1022 E FEEDVILL	0	75.313444	1	County			High	Urban Major Collector		0	0	None	SEGB_758	25.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	22.955583809927329
1	1023 E PENNEY /	0	1151.7423	1	City			Medium/Hi	Urban Minor Collector		0	0	None	SEGB_759	25.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	351.051779757865290
1	1024 KELLI BLVD	0	1319.9999	1	City			Medium/Hi	Urban Minor Collector		0	0	None	SEGB_760	25.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	402.336793933297429
1	1027 S 1ST ST	0	1320.0002	1	City			Medium/Hi	Urban Major Collector		1	0	None	SEGB_763	45.000000	2.0000000	1529	Collector	Residential	NOSIDEWA	4	402.336867372759286
1	1028 S 1ST ST	0	1319.9998	1	County			Medium/Hi	Urban Major Collector		1	0	None	SEGB_764	45.000000	2.0000000	1529	Collector	Residential	NOSIDEWA	4	316.084245045562909
1	1029 S 1ST ST	0	1320.0002	1	County			Medium/Hi	Urban Major Collector		1	0	None	SEGB_765	45.000000	2.0000000	1529	Collector	Open Spac	NOSIDEWA	4	402.336865754258497

1	1030	S 1ST ST	0	1319.9998	1	County			Medium/Hi	Urban Major Collector	1	0	None	SEGB_766	45.000000	2.000000	1529	Collector	Open Spac	NOSIDEWA	4	402.336766131259196
1	1031	S 1ST ST	0	1320.0001	1	County			Medium/Hi	Urban Major Collector	0	0	None	SEGB_767	45.000000	2.000000	2000	Collector	Industrial	NOSIDEWA	4	402.336840216296764
1	1032	S 1ST ST	0	287.09097	1	County			Medium/Hi	Urban Major Collector	0	0	None	SEGB_768	45.000000	2.000000	1529	Collector	Industrial	NOSIDEWA	4	87.505505661694002
0	1033	S HIGHWA	0	1320.0000	1	State		1.0000000	High	Urban Major Arterial	0	0	Very Good	SEGB_769	55.000000	4.000000000000000		Arterial	Commerci	NOSIDEWA	4	402.336816262155708
1	1034	S HIGHWA	0	1319.9999	1	State	Curbed or \	1.0000000	Medium/Hi	Urban Major Arterial	0	0	Very Good	SEGB_770	55.000000	4.000000	8000	Arterial	Commerci	NOSIDEWA	4	402.336791874575283
2	1035	S HIGHWA	0	1319.9999	1	State	Curbed or \	1.0000000	Medium/Hi	Urban Major Arterial	0	0	Very Good	SEGB_771	55.000000	4.000000	8000	Arterial	Commerci	NOSIDEWA	4	402.336788567116287
2	1036	S HIGHWA	0	1319.9999	1	State	Curbed or \	1.0000000	Medium/Hi	Urban Major Arterial	0	0	Very Good	SEGB_772	55.000000	4.000000	8000	Arterial	Commerci	NOSIDEWA	4	402.336798183926135
2	1037	S HIGHWA	0	1320.0001	1	State	Curbed or \	1.0000000	Medium/Hi	Urban Major Arterial	1	0	Very Good	SEGB_773	55.000000	4.000000	8000	Arterial	Commerci	NOSIDEWA	4	402.336835635786088
2	1038	S HIGHWA	0	1319.9999	1	State	Curbed or \	1.0000000	Medium/Hi	Urban Major Arterial	1	0	Very Good	SEGB_774	55.000000	4.000000	14000	Arterial	Commerci	NOSIDEWA	4	402.336778058511470
2	1039	S HIGHWA	0	1320.0000	1	State	Painted CT	1.0000000	Medium/Hi	Urban Major Arterial	1	0	Very Good	SEGB_775	55.000000	4.000000	14000	Arterial	Commerci	NOSIDEWA	4	402.336823197680985
1	1040	S OTT RD	0	1319.9999	1	City			High	Urban Major Collector	0	0	None	SEGB_776	25.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	402.336775663000537
1	1041	S OTT RD	0	1320.0001	1	City			Medium/Hi	Urban Major Collector	0	0	None	SEGB_777	25.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	402.336860429178387
0	1042	S OTT RD	0	1319.9999	1	City			Medium/Hi	Urban Major Collector	0	0	None	SEGB_778	25.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	402.336789428796237
0	1043	S OTT RD	0	1319.9998	1	City			Medium/Hi	Urban Major Collector	0	0	None	SEGB_779	25.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	402.336760845073343
0	1044	S OTT RD	0	1319.9999	1	City			Medium/Hi	Urban Major Collector	0	0	None	SEGB_780	25.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	402.336787731051231
1	1045	SE CAMPBI	0	1296.4519	1	City			Medium/Hi	Urban Major Collector	1	0	None	SEGB_781	25.000000	2.000000000000000		Collector	Commerci	NOSIDEWA	4	395.159358594458126
1	1046	SE KELLI BI	0	764.81910	1	City			Medium/Hi	Urban Minor Collector	0	0	None	SEGB_782	25.000000	2.000000000000000		Collector	Commerci	LANDUSE	3	233.117328562230966
0	1049	SW 11TH S	0	676.39073	1	State		1.0000000	High	Rural Arterial	1	1	Good	SEGB_785	45.000000	2.000000	4434	Arterial	Open Spac	NOSIDEWA	4	206.164309114657385
1	1053	W GETTMA	0	1320.0000	1	County			Medium/Hi	Urban Minor Collector	1	0	None	SEGB_789	25.000000	2.000000	500	Collector	Residential	NOSIDEWA	4	402.336832218396808
1	1054	W GETTMA	0	1319.9997	1	County			Medium/Hi	Urban Minor Collector	1	0	None	SEGB_790	25.000000	2.000000	500	Collector	Residential	NOSIDEWA	4	402.336735457174143
1	1055	W GETTMA	0	1314.9721	1	City			High	Urban Minor Collector	1	0	None	SEGB_791	25.000000	2.000000	500	Collector	Residential	NOSIDEWA	4	400.804308086964113
0	1056	HIGHWAY 2	0	1319.9999	1	State		1.0000000	Medium/Hi	Rural Arterial	0	1	Good	SEGB_792	50.000000	2.000000	4434	Arterial	Residential	NOSIDEWA	4	402.336778425575403
0	1057	HIGHWAY 2	0	1320.0000	1	State		1.0000000	Medium/Hi	Rural Arterial	0	1	Good	SEGB_793	50.000000	2.000000	4434	Arterial	Residential	NOSIDEWA	4	402.336819785028695
1	1058	HIGHWAY 2	0	1320.0001	1	City		1.0000000	Medium/Hi	Rural Arterial	1	1	Good	SEGB_794	50.000000	2.000000	4434	Arterial	Residential	NOSIDEWA	4	402.336860334694620
0	1059	HIGHWAY 2	0	775.36775	1	State		1.0000000	High	Rural Arterial	1	1	Good	SEGB_795	50.000000	2.000000	4434	Arterial	Open Spac	NOSIDEWA	4	236.332563459094104
1	1060	FEEDVILLE	0	1320.0000	1	County			Medium/Hi	Rural Collector	0	1	None	SEGB_796	55.000000	2.000000	2000	Collector	Residential	NOSIDEWA	4	402.336816917884164
1	1061	FEEDVILLE	0	1319.9998	1	County			Medium/Hi	Rural Collector	0	0	None	SEGB_797	55.000000	2.000000	2000	Collector	Residential	NOSIDEWA	4	402.336751855082582
0	1062	FEEDVILLE	0	1320.0001	1	County			Medium/Hi	Rural Collector	0	0	None	SEGB_798	55.000000	2.000000	1500	Collector	Residential	NOSIDEWA	4	402.336860690408628
3	1063	FEEDVILLE	0	1320.0000	1	County			Medium/Hi	Rural Collector	0	0	None	SEGB_799	55.000000	2.000000	1500	Collector	Residential	NOSIDEWA	4	402.336830298900395
1	1064	FEEDVILLE	0	960.58016	1	County			Medium/Hi	Rural Collector	0	0	None	SEGB_800	55.000000	2.000000	1500	Collector	Industrial	NOSIDEWA	4	292.785420035185155
1	1065	MINNEHAH	0	490.16231	1	County			High	Rural Collector	1	1	None	SEGB_801	55.000000	2.000000000000000		Collector	Open Spac	NOSIDEWA	4	149.401771797527175
2	1066	MINNEHAH	0	1319.9998	1	County			Low	Rural Collector	1	1	None	SEGB_802	55.000000	2.000000000000000		Collector	Open Spac	NOSIDEWA	4	402.336756354247882
1	1067	MINNEHAH	0	1006.3124	1	County			High	Rural Collector	1	1	None	SEGB_803	55.000000	2.000000000000000		Collector	Open Spac	NOSIDEWA	4	306.724660632354926
0	1069	FEEDVILLE	0	158.53127	1	County			High	Urban Major Collector	0	0	None	SEGB_805	55.000000	2.000000	1500	Collector	Commerci	NOSIDEWA	4	48.320428886274541
1	901	NW 11TH S	0	1319.9998	1	City		1.0000000	High	Urban Minor Arterial	1	1	Fair	SEGB_637	30.000000	2.000000	10000	Arterial	Commerci	LANDUSE	3	198.039434836157241
1	859	E HIGHLAN	0	1320.0001	1	City			Medium/Hi	Urban Minor Arterial	1	0	None	SEGB_595	25.000000	2.000000000000000		Arterial	Residential	BUFFER	2	9.362556473429491
1	794	NE 4TH ST	0	1320.0001	1	City		1.0000000	High	Urban Minor Arterial	1	0	None	SEGB_530	25.000000	2.000000000000000		Arterial	Commerci	LANDUSE	3	198.297882148244184
1	852	E ELM AVE	0	1307.7238	1	City	TWLTL / Pa	1.0000000	High	Urban Minor Arterial	1	0	Fair	SEGB_588	40.000000	2.000000	7000	Arterial	Commerci	NOSIDEWA	4	627.405631349163741
1	846	E DIAGONA	0	1320.0000	1	City		1.0000000	High	Urban Major Collector	1	0	None	SEGB_582	25.000000	2.000000000000000		Collector	Commerci	TRAIL	1	157.517777548767725
1	863	E HOOKER	0	1320.0001	1	City		1.0000000	High	Urban Major Collector	1	0	None	SEGB_599	25.000000	2.000000	1000	Collector	Commerci	TRAIL	1	107.144081252214846
1	792	NE 10TH ST	0	1320.0000	1	City			Medium/Hi	Urban Major Collector	1	0	None	SEGB_528	25.000000	2.000000	3190	Collector	Residential	BUFFER	4	188.896970111171015
1	1028	S 1ST ST	0	1319.9998	1	County			Medium/Hi	Urban Major Collector	1	0	None	SEGB_764	45.000000	2.000000	1529	Collector	Residential	NOSIDEWA	4	86.252503395994808
1	342	SW 11TH S	0	1320.0000	1	City		1.0000000	High	Urban Minor Arterial	1	0	Good	SEGB_342	45.000000	2.000000	5000	Arterial	Residential	NOSIDEWA	4	197.168713880882706
2	425	W ELM AVE	0	1320.0001	1	City			High	Rural Arterial	1	1	None	SEGB_425	25.000000	2.000000000000000		Arterial	Commerci	LANDUSE	3	158.444369719664508
1	836	NW 11TH S	0	1319.9999	1	City			High	Urban Major Collector	1	1	None	SEGB_572	25.000000	2.000000000000000		Collector	Commerci	LANDUSE	3	197.490490958842088
1	821	W PUNKIN	0	1319.9998	1	County			High	Urban Major Collector	1	0	None	SEGB_557	40.000000	2.000000000000000		Collector	Residential	BUFFER	4	157.692903055055353
2	273	NW GEER F	0	1319.9999	1	County			High	Urban Minor Collector	1	0	None	SEGB_273	25.000000	2.000000000000000		Collector	Residential	NOSIDEWA	4	141.630795034258341
1	827	E PUNKIN C	0	1320.0000	1	City			Medium/Hi	Urban Major Collector	1	0	None	SEGB_563	45.000000	2.000000	4380	Collector	Residential	NOSIDEWA	4	138.652040912907182
1	934	SW 11TH S	0	1320.0002	1	City	Painted CT	1.0000000	High	Urban Minor Arterial	1	1	Poor	SEGB_670	35.000000	2.000000	5000	Arterial	Commerci	NOSIDEWA	4	197.145626253759872
2	297	SE 10TH ST	0	1319.9999	1	City			Medium/Hi	Urban Major Collector	1	0	None	SEGB_297	25.000000	2.000000	4850	Collector	Residential	NOSIDEWA	4	200.723054947260408
1	790	NE 10TH ST	0	1320.0002	1	City			High	Urban Major Collector	1	0	None	SEGB_526	25.000000	2.000000	2690	Collector	Commerci	NOSIDEWA	4	195.810025623128183
1	1000	NE 10TH ST	0	1320.0000	1	City			Low	Urban Major Collector	1	0	None	SEGB_736	25.000000	2.000000	4850	Collector	Residential	BUFFER	2	102.032468924512443
1	796	NE 4TH ST	0	1319.9999	1	City		1.0000000	Medium/Hi	Urban Minor Arterial	1	0	None	SEGB_532	35.000000	2.000000000000000		Arterial	Residential	BUFFER	3	193.251196038100289
2	477	W THEATEF	0	1320.0000	1	City			High	Urban Minor Collector	1	0	None	SEGB_477	25.000000	2.000000	3500	Collector	Commerci	LANDUSE	3	128.486758150018346
1	795	NE 4TH ST	0	1319.9997	1	City		1.0000000	Medium/Hi	Urban Minor Arterial	1	0	None	SEGB_531	25.000000	2.000000000000000		Arterial	Commerci	BUFFER	2	196.603411588029843
2	304	SE 4TH ST	0	1320.0001	1	City			Medium/Hi	Urban Minor Collector	1	0	None	SEGB_304	25.000000	2.000000000000000		Collector	Commerci	BUFFER	2	161.603701540041556
1	328	SE PORT DI	0	552.83038	1	City			Medium/Hi	Urban Minor Collector	1	0	None	SEGB_328	25.000000	2.000000000000000		Collector	Commerci	LANDUSE	3	52.399920731885572
1	969	W HIGHLAI	0	1319.9997	1	City		1.0000000	High	Urban Minor Arterial	1	0	None	SEGB_705	35.000000	2.000000000000000		Arterial	Commerci	TRAIL	1	199.604194708078865

Join_Count	TARGET_FII	KAI_Street	FIRST_BEGI	FIRST_END	KAI_HSAP	JURIS_KAI	MEDIAN_K/	LAND_KAI	BIKFAC_KA	EQU_KAI	FUNC_KAI	ACCS_KAI	SCH_1MI	POP64_KAI	PVT_COND	Shape_Len	KAI_SEGID	SPEED_KAI	LANES_KAI	AADT_KAI	BLTS_FUN	BLTS_TYPE	BLTS
2	28	DIAGONAL	0	1319.9998	1	County		Open Spac	1.0000000	Low/Mediu	Urban Minor Arterial		1	0	Good	402.33676	SEGB_28	45.000000	2.0000000	6000	Arterial	COUNTY	3
2	30	E AIRPORT	0	1319.9998	1	County		Commercial		Medium/Hi	Urban Major Collector		1	0	None	402.33675	SEGB_30	25.000000	2.0000000	0000000	Collector	MIXED	3
2	46	E DIAGONA	0	1319.9997	1	City		Residential	1.0000000	High	Urban Major Collector		1	0	None	544.28499	SEGB_46	25.000000	2.0000000	0000000	Collector	TRAIL	1
2	48	E ELM AVE	0	1320.0000	1	City	TWLTL / Pai	Residential	1.0000000	High	Urban Minor Arterial		1	0	Fair	402.33680	SEGB_48	40.000000	2.0000000	7000	Arterial	COUNTY	3
0	51	E FEEDVILL	0	1319.9999	1	County		Commercial		Medium/Hi	Urban Major Collector		0	0	None	402.33680	SEGB_51	55.000000	2.0000000	1500	Collector	MIXED	4
2	53	E GLADYS A	0	1319.9999	1	City		Commercial		Medium/Hi	Urban Major Collector		1	0	None	402.33678	SEGB_53	25.000000	2.0000000	2960	Collector	MIXED	3
2	56	E HIGHLAN	0	1320.0000	1	County		Industrial		Medium/Hi	Urban Major Collector		1	0	None	402.33682	SEGB_56	25.000000	2.0000000	1300	Collector	MIXED	3
2	57	E HOOKER	0	1319.9997	1	County		Open Space		Low	Rural Collector		1	0	None	402.33671	SEGB_57	25.000000	2.0000000	1000	Collector	MIXED	3
2	84	E PENNEY A	0	1320.0001	1	City		Commercial		Medium/Hi	Urban Minor Collector		0	0	None	402.33683	SEGB_84	25.000000	2.0000000	0000000	Collector	MIXED	3
2	109	KELLI BLVD	0	1319.9999	1	City		Commercial		Medium/Hi	Urban Major Collector		0	0	None	402.33679	SEGB_109	25.000000	2.0000000	0000000	Collector	MIXED	3
1	122	Mobile Park	0	851.31452	1	City		Commercial		Medium/Hi	Urban Minor Collector		1	0	None	259.48118	SEGB_122	25.000000	2.0000000	0000000	Collector	MIXED	3
2	135	N 1ST PL	0	1320.0002	1	City		Commercial		High	Urban Major Collector		1	0	None	402.33686	SEGB_135	45.000000	2.0000000	0000000	Collector	MIXED	4
2	136	N 1ST ST	0	1320.0001	1	State	Painted CTI	Commercial		High	Urban Majo	1	1	0	Good	402.33684	SEGB_136	45.000000	4.0000000	13000	Arterial	MIXED	3
0	139	N OTT RD	0	1320.0000	1	County		Open Space		Medium/Hi	Rural Collector		1	0	None	402.33683	SEGB_139	25.000000	2.0000000	0000000	Collector	MIXED	3
2	142	NE 10TH ST	0	1319.9999	1	City		Residential		Medium/Hi	Urban Major Collector		1	0	None	402.33679	SEGB_142	25.000000	2.0000000	3190	Collector	MIXED	3
2	165	NE 4TH ST	0	1319.9999	1	City		Residential	1.0000000	Medium/Hi	Urban Minor Arterial		1	0	None	402.33680	SEGB_165	25.000000	2.0000000	0000000	Arterial	LANE	1
1	245	NW 11TH S	0	1320.0001	1	City		Commercia	1.0000000	High	Urban Minor Arterial		1	1	Fair	402.33685	SEGB_245	30.000000	2.0000000	10000	Arterial	COUNTY	4
2	273	NW GEER R	0	1319.9999	1	County		Residential		High	Urban Minor Collector		1	0	None	402.33677	SEGB_273	25.000000	2.0000000	0000000	Collector	MIXED	3
1	289	S 1ST PL	0	844.37525	1	City		Commercial		Medium/Hi	Urban Major Collector		1	0	None	257.36609	SEGB_289	25.000000	2.0000000	2513	Collector	MIXED	3
2	290	S 1ST ST	0	1319.9999	1	County		Industrial		Medium/Hi	Urban Major Collector		0	0	None	402.33677	SEGB_290	45.000000	2.0000000	1529	Collector	MIXED	4
2	291	S HIGHWA	0	1320.0001	1	State	Painted CTI	Industrial	1.0000000	Medium/Hi	Urban Major Arterial		1	0	Very Good	402.33684	SEGB_291	55.000000	4.0000000	14000	Arterial	MIXED	3
0	292	S OTT RD	0	1320.0000	1	City		Open Space		Medium/Hi	Urban Major Collector		0	0	None	402.33681	SEGB_292	25.000000	2.0000000	0000000	Collector	MIXED	3
2	297	SE 10TH ST	0	1319.9999	1	City		Residential		Medium/Hi	Urban Major Collector		1	0	None	402.33677	SEGB_297	25.000000	2.0000000	4850	Collector	MIXED	3
1	300	SE 17TH ST	0	995.25326	1	City		Commercial		Medium/Hi	Urban Minor Collector		1	0	None	303.35380	SEGB_300	25.000000	2.0000000	0000000	Collector	MIXED	3
2	304	SE 4TH ST	0	1320.0001	1	City		Commercial		Medium/Hi	Urban Minor Collector		1	0	None	402.33686	SEGB_304	25.000000	2.0000000	0000000	Collector	MIXED	3
2	318	SE CAMPBE	0	1319.9998	1	City		Commercial		Medium/Hi	Urban Major Collector		1	0	None	402.33677	SEGB_318	25.000000	2.0000000	0000000	Collector	MIXED	3
2	319	SE COLUMI	0	1319.9999	1	City		Commercial		Medium/Hi	Urban Minor Collector		1	0	None	402.33678	SEGB_319	25.000000	2.0000000	0000000	Collector	MIXED	3
2	323	SE KELLI BL	0	1319.9999	1	City		Commercial		Medium/Hi	Urban Minor Collector		1	0	None	402.33679	SEGB_323	25.000000	2.0000000	0000000	Collector	MIXED	3
1	324	SE NINTH S	0	1275.0683	1	City		Commercial		Medium/Hi	Urban Minor Collector		1	0	None	388.64160	SEGB_324	25.000000	2.0000000	0000000	Collector	MIXED	3
1	327	SE PORT DI	0	509.97028	1	City		Commercial		Medium/Hi	Urban Minor Collector		1	0	None	155.43925	SEGB_327	25.000000	2.0000000	0000000	Collector	MIXED	3
1	328	SE PORT DI	0	552.83038	1	City		Commercial		Medium/Hi	Urban Minor Collector		1	0	None	168.50303	SEGB_328	25.000000	2.0000000	0000000	Collector	MIXED	3
1	342	SW 11TH S	0	1320.0000	1	City		Residential	1.0000000	High	Urban Minor Arterial		1	0	Good	402.33680	SEGB_342	45.000000	2.0000000	5000	Arterial	COUNTY	4
2	425	W ELM AVE	0	1320.0001	1	City		Commercial		High	Rural Arterial		1	1	None	402.33686	SEGB_425	25.000000	2.0000000	0000000	Arterial	MIXED	3
2	427	W GETTMAI	0	1320.0002	1	City		Residential		Medium/Hi	Urban Minor Collector		1	0	None	402.33689	SEGB_427	25.000000	2.0000000	500	Collector	MIXED	3
2	435	W HERMIS1	0	1320.0001	1	City		Residential		High	Urban Major Collector		1	1	None	402.33685	SEGB_435	25.000000	2.0000000	2480	Collector	MIXED	3
2	436	W HIGHLAI	0	1320.0002	1	City		Residential	1.0000000	High	Urban Minor Arterial		1	0	None	402.33689	SEGB_436	45.000000	2.0000000	0000000	Arterial	TRAIL	1
2	469	W PUNKIN	0	1319.9998	1	County		Residential		High	Urban Major Collector		1	0	None	402.33677	SEGB_469	40.000000	2.0000000	0000000	Collector	MIXED	4
2	477	W THEATEF	0	1320.0000	1	City		Commercial		High	Urban Minor Collector		1	0	None	402.33680	SEGB_477	25.000000	2.0000000	3500	Collector	MIXED	3
1	481	HIGHWAY 2	0	1319.9997	1	City		Open Spac	1.0000000	Medium/Hi	Rural Arterial		1	1	Good	402.33673	SEGB_481	50.000000	2.0000000	4434	Arterial	COUNTY	4
2	482	FEEDVILLE	0	1319.9997	1	County		Open Space		Medium/Hi	Rural Collector		0	0	None	402.33672	SEGB_482	55.000000	2.0000000	1500	Collector	MIXED	4
2	483	E LOOP RD	0	1319.9999	1	County		Open Space		Medium/Hi	Rural Collector		1	0	None	402.33678	SEGB_483	25.000000	2.0000000	545	Collector	MIXED	3
2	484	E PUNKIN C	0	1319.9997	1	County		Open Space		Medium/Hi	Urban Major Collector		1	0	None	402.33673	SEGB_484	45.000000	2.0000000	3310	Collector	MIXED	4
1	485	BRIDGE RD	0	319.98730	1	County		Open Space		High	Urban Minor Arterial		1	1	None	97.532326	SEGB_485	45.000000	2.0000000	0000000	Arterial	TRAIL	1
0	486	MINNEHAH	0	26.282559	1	City		Open Space		High	Rural Collector		1	1	None	8.0109402	SEGB_486	25.000000	2.0000000	0000000	Collector	MIXED	3
0	487	MINNEHAH	0	1320.0001	1	City		Open Space		High	Rural Collector		1	1	None	402.33685	SEGB_487	55.000000	2.0000000	0000000	Collector	MIXED	4
3	488	MINNEHAH	0	1319.9999	1	County		Open Space		Low	Rural Collector		1	1	None	402.33680	SEGB_488	55.000000	2.0000000	0000000	Collector	MIXED	4
2	489	MINNEHAH	0	73.741085	1	County		Open Space		Low	Rural Collector		0	1	None	22.476327	SEGB_489	25.000000	2.0000000	0000000	Collector	MIXED	3
0	492	FEEDVILLE	0	1320.0000	1	County		Commercial		High	Urban Major Collector		0	0	None	402.33682	SEGB_492	55.000000	2.0000000	1500	Collector	MIXED	4
1	760	DIAGONAL	0	1320.0000	1	City	TWLTL / pai	Commercia	1.0000000	High	Urban Minor Arterial		1	0	Fair	402.33682	SEGB_496	45.000000	2.0000000	6000	Arterial	COUNTY	3
1	761	DIAGONAL	0	545.64880	1	County		Open Spac	1.0000000	Medium/Hi	Urban Minor Arterial		0	0	Good	166.31408	SEGB_497	45.000000	2.0000000	6000	Arterial	COUNTY	3
1	765	E THEATER	0	1319.9999	1	City		Commercial		High	Urban Minor Collector		1	0	None	402.33679	SEGB_501	25.000000	2.0000000	3860	Collector	MIXED	3
1	766	E THEATER	0	1320.0001	1	City		Residential		Medium/Hi	Urban Minor Collector		1	0	None	402.33685	SEGB_502	25.000000	2.0000000	2360	Collector	MIXED	3
1	767	E THEATER	0	1319.9999	1	City		Residential		Medium/Hi	Urban Minor Collector		1	0	None	402.33678	SEGB_503	25.000000	2.0000000	1320	Collector	MIXED	3
1	768	E THEATER	0	1319.9998	1	City		Residential		Medium/Hi	Urban Minor Collector		1	0	None	402.33676	SEGB_504	25.000000	2.0000000	1320	Collector	MIXED	3
1	769	E THEATER	0	1320.0000	1	City		Residential		Medium/Hi	Rural Collector		1	0	None	402.33681	SEGB_505	25.000000	2.0000000	350	Collector	MIXED	3
1	770	E THEATER	0	1320.0000	1	County		Open Space		Low/Mediu	Rural Collector		1	0	None	402.33682	SEGB_506	25.000000	2.0000000	350	Collector	MIXED	3
1	771	E THEATER	0	1319.9999	1	County		Open Space		Low/Mediu	Rural Collector		1	0	None	402.33677	SEGB_507	25.000000	2.0000000	350	Collector	MIXED	3
1	776	N 1ST PL	0	1320.0000	1	City		Industrial		High	Urban Major Collector		1	0	None	402.33682	SEGB_512	35.000000	2.0000000	6202	Collector	MIXED	3
1	777	N 1ST PL	0	1320.0000	1	City		Industrial		High	Urban Major Collector		1	0	None	402.33683	SEGB_513	35.000000	2.0000000	0000000	Collector	MIXED	3

1	778	N 1ST PL	0	1319.9998	1	City		Industrial	High	Urban Major Collector		1	0	None	402.33676	SEGB_514	45.000000	2.000000000000000		Collector	MIXED	4
1	779	N 1ST PL	0	1320.0000	1	City		Commercial	High	Urban Major Collector		1	0	None	402.33680	SEGB_515	45.000000	2.000000000000000		Collector	MIXED	4
1	780	N 1ST PL	0	996.48665	1	City		Residential	High	Urban Major Collector		1	0	None	303.72973	SEGB_516	45.000000	2.000000000000000		Collector	MIXED	4
1	781	N 1ST ST	0	1320.0002	1	State	Painted CTI	Commercial	High	Urban Majo	1	1	0	Fair	402.33686	SEGB_517	30.000000	4.000000(	20000	Arterial	MIXED	3
1	782	N 1ST ST	0	1319.9998	1	State	Painted CTI	Commercial	Medium/Hi	Urban Majo	1	1	0	Good	402.33675	SEGB_518	35.000000	4.000000(	15000	Arterial	MIXED	3
1	783	N 1ST ST	0	1319.9999	1	State	Painted CTI	Commercial	High	Urban Majo	1	1	0	Good	402.33679	SEGB_519	45.000000	4.000000(	15000	Arterial	MIXED	3
1	784	N 1ST ST	0	902.32751	1	State	Painted CTI	Commercial	High	Urban Majo	1	1	0	Good	275.02997	SEGB_520	45.000000	4.000000(	13000	Arterial	MIXED	3
0	785	N OTT RD	0	1319.9999	1	County		Open Space	Medium/Hi	Rural Collector		0	0	None	402.33678	SEGB_521	55.000000	2.000000000000000		Collector	MIXED	4
1	790	NE 10TH ST	0	1320.0002	1	City		Commercial	High	Urban Major Collector		1	0	None	402.33686	SEGB_526	25.000000	2.000000(	2690	Collector	MIXED	3
1	791	NE 10TH ST	0	1319.9998	1	City		Residential	Medium/Hi	Urban Major Collector		1	0	None	402.33674	SEGB_527	25.000000	2.000000(	2690	Collector	MIXED	3
1	792	NE 10TH ST	0	1320.0000	1	City		Residential	Medium/Hi	Urban Major Collector		1	0	None	402.33681	SEGB_528	25.000000	2.000000(	3190	Collector	MIXED	3
1	793	NE 10TH ST	0	904.06785	1	County		Open Space	Medium/Hi	Urban Major Collector		1	0	None	275.56043	SEGB_529	45.000000	2.000000(	1170	Collector	MIXED	4
1	794	NE 4TH ST	0	1320.0001	1	City		Commercial	High	Urban Minor Arterial		1	0	None	204.03895	SEGB_530	25.000000	2.000000(	6950	Arterial	MIXED	3
1	795	NE 4TH ST	0	1319.9997	1	City		Commercia	1.0000000(	Medium/Hi	Urban Minor Arterial		1	0	None	402.33672	SEGB_531	25.000000	2.000000000000000		Arterial	LANE	1
1	796	NE 4TH ST	0	1319.9999	1	City		Residential	1.0000000(	Medium/Hi	Urban Minor Arterial		1	0	None	402.33680	SEGB_532	25.000000	2.000000000000000		Arterial	LANE	1
1	797	NE 4TH ST	0	998.31048	1	City		Residential	1.0000000(	Medium/Hi	Urban Minor Arterial		1	0	None	304.28564	SEGB_533	25.000000	2.000000000000000		Arterial	LANE	1
2	805	NW 11TH S	0	1319.9999	1	County		Residential	High	Urban Major Collector		1	0	None	402.33680	SEGB_541	25.000000	2.000000000000000		Collector	MIXED	3
1	811	NW GEER F	0	1320.0000	1	County		Commercial	High	Urban Minor Collector		1	0	None	402.33683	SEGB_547	25.000000	2.000000000000000		Collector	MIXED	3
1	812	NW GEER F	0	166.11047	1	County		Residential	High	Urban Minor Collector		1	0	None	50.630574	SEGB_548	25.000000	2.000000000000000		Collector	MIXED	3
1	820	W PUNKIN	0	1320.0000	1	County		Commercial	High	Urban Major Collector		0	0	None	402.33683	SEGB_556	40.000000	2.000000000000000		Collector	MIXED	4
1	821	W PUNKIN	0	1319.9998	1	County		Residential	High	Urban Major Collector		1	0	None	402.33677	SEGB_557	40.000000	2.000000000000000		Collector	MIXED	4
1	822	W PUNKIN	0	148.28241	1	City		Residential	High	Urban Major Collector		1	0	None	45.196571	SEGB_558	25.000000	2.000000000000000		Collector	MIXED	3
1	823	W THEATEF	0	1320.0001	1	City		Commercial	High	Urban Minor Collector		1	0	None	402.33684	SEGB_559	25.000000	2.000000(	3500	Collector	MIXED	3
1	825	E PUNKIN C	0	1319.9999	1	County		Commercial	High	Urban Major Collector		1	0	None	402.33679	SEGB_561	45.000000	2.000000(	5070	Collector	MIXED	4
3	826	E PUNKIN C	0	1319.9999	1	City		Residential	Medium/Hi	Urban Major Collector		1	0	None	402.33679	SEGB_562	45.000000	2.000000(	4380	Collector	MIXED	4
1	827	E PUNKIN C	0	1320.0000	1	City		Residential	Medium/Hi	Urban Major Collector		1	0	None	402.33681	SEGB_563	45.000000	2.000000(	4380	Collector	MIXED	4
1	828	E PUNKIN C	0	1319.9999	1	County		Open Space	Medium/Hi	Urban Major Collector		1	0	None	402.33679	SEGB_564	45.000000	2.000000(	4020	Collector	MIXED	4
1	829	E PUNKIN C	0	1320.0002	1	County		Open Space	Medium/Hi	Urban Major Collector		1	0	None	402.33687	SEGB_565	45.000000	2.000000(	3300	Collector	MIXED	4
1	830	E PUNKIN C	0	1319.9997	1	County		Open Space	Medium/Hi	Urban Major Collector		1	0	None	402.33674	SEGB_566	45.000000	2.000000(	3310	Collector	MIXED	4
1	831	E PUNKIN C	0	1320.0001	1	County		Open Space	Medium/Hi	Urban Major Collector		1	0	None	402.33685	SEGB_567	45.000000	2.000000(	3310	Collector	MIXED	4
1	832	E PUNKIN C	0	339.04109	1	County		Open Space	Medium/Hi	Urban Major Collector		0	0	None	103.33993	SEGB_568	45.000000	2.000000000000000		Collector	MIXED	4
0	833	N OTT RD	0	1320.0000	1	County		Open Space	Medium/Hi	Rural Collector		0	0	None	402.33683	SEGB_569	55.000000	2.000000000000000		Collector	MIXED	4
0	834	N OTT RD	0	1319.9999	1	County		Open Space	Medium/Hi	Rural Collector		0	0	None	402.33679	SEGB_570	55.000000	2.000000000000000		Collector	MIXED	4
0	835	N OTT RD	0	539.00877	1	County		Open Space	Medium/Hi	Rural Collector		0	0	None	164.29020	SEGB_571	55.000000	2.000000000000000		Collector	MIXED	4
1	836	NW 11TH S	0	1319.9999	1	City		Commercial	High	Urban Major Collector		1	1	None	402.33679	SEGB_572	25.000000	2.000000000000000		Collector	MIXED	3
1	837	NW 11TH S	0	887.91753	1	City		Commercial	High	Urban Major Collector		1	0	None	270.63780	SEGB_573	25.000000	2.000000000000000		Collector	MIXED	3
1	838	AIRPORT W	0	1319.9999	1	City		Industrial	Medium/Hi	Urban Minor Collector		1	0	None	402.33680	SEGB_574	25.000000	2.000000000000000		Collector	MIXED	3
1	839	AIRPORT W	0	1320.0000	1	City		Industrial	Medium/Hi	Urban Minor Collector		1	0	None	402.33682	SEGB_575	25.000000	2.000000000000000		Collector	MIXED	3
1	843	CHRISTIAN	0	1070.4210	1	County		Residential	Medium/Hi	Urban Minor Collector		1	0	None	326.26497	SEGB_579	25.000000	2.000000000000000		Collector	MIXED	3
1	844	E DIAGONA	0	1320.0000	1	City	TWLTL	Commercia	1.0000000(	High	Urban Major Collector		1	1	None	402.33683	SEGB_580	25.000000	2.000000000000000		Collector	MIXED	3
1	845	E DIAGONA	0	1319.9998	1	City		Commercia	1.0000000(	High	Urban Major Collector		1	1	None	402.33677	SEGB_581	25.000000	2.000000000000000		Collector	LANE	1
1	846	E DIAGONA	0	1320.0000	1	City		Commercia	1.0000000(	High	Urban Major Collector		1	0	None	244.81903	SEGB_582	25.000000	2.000000000000000		Collector	TRAIL	1
1	848	E ELM AVE	0	1320.0001	1	City		Commercia	1.0000000(	High	Urban Minor Arterial		1	0	Fair	402.33683	SEGB_584	25.000000	2.000000(	10000	Arterial	LANE	3
1	849	E ELM AVE	0	1319.9999	1	City		Commercia	1.0000000(	High	Urban Minor Arterial		1	0	Fair	402.33678	SEGB_585	25.000000	2.000000(	6000	Arterial	COUNTY	3
1	850	E ELM AVE	0	1320.0000	1	City		Commercia	1.0000000(	High	Urban Minor Arterial		1	0	Fair	402.33682	SEGB_586	40.000000	2.000000(	6000	Arterial	COUNTY	3
1	851	E ELM AVE	0	1319.9999	1	City		Commercia	1.0000000(	High	Urban Minor Arterial		1	0	Fair	402.33679	SEGB_587	40.000000	2.000000(	6000	Arterial	COUNTY	3
1	853	E GLADYS A	0	1304.6917	1	City		Commercial	High	Urban Minor Collector		1	0	None	397.67083	SEGB_589	25.000000	2.000000(	2960	Collector	MIXED	3
1	855	E HIGHLAN	0	1319.9999	1	City		Commercial	Medium/Hi	Urban Minor Arterial		1	1	None	402.33677	SEGB_591	25.000000	2.000000(	5400	Arterial	MIXED	3
1	856	E HIGHLAN	0	1320.0000	1	City		Commercial	Medium/Hi	Urban Minor Arterial		1	1	None	402.33682	SEGB_592	25.000000	2.000000(	5400	Arterial	MIXED	3
1	857	E HIGHLAN	0	1319.9999	1	City		Residential	Medium/Hi	Urban Minor Arterial		1	1	None	402.33678	SEGB_593	25.000000	2.000000(	5400	Arterial	MIXED	3
1	858	E HIGHLAN	0	1319.9999	1	City		Residential	Medium/Hi	Urban Minor Arterial		1	1	None	402.33678	SEGB_594	25.000000	2.000000(	5400	Arterial	MIXED	3
1	859	E HIGHLAN	0	1320.0001	1	City		Residential	Medium/Hi	Urban Major Collector		1	0	None	392.97430	SEGB_595	25.000000	2.000000(	5400	Collector	MIXED	3
1	860	E HIGHLAN	0	1319.9998	1	County		Open Space	Medium/Hi	Urban Major Collector		1	0	None	402.33676	SEGB_596	25.000000	2.000000(	5400	Collector	MIXED	3
1	861	E HIGHLAN	0	1319.9999	1	County		Industrial	Medium/Hi	Urban Major Collector		1	0	None	402.33678	SEGB_597	25.000000	2.000000(	1000	Collector	MIXED	3
1	862	E HIGHLAN	0	79.019317	1	County		Industrial	Medium/Hi	Urban Major Collector		0	0	None	24.085136	SEGB_598	25.000000	2.000000(	1300	Collector	MIXED	3
1	863	E HOOKER	0	1320.0001	1	City		Commercia	1.0000000(	High	Urban Major Collector		1	0	None	295.19276	SEGB_599	25.000000	2.000000(	1000	Collector	TRAIL	1
1	864	E HOOKER	0	972.30392	1	County		Open Space	Medium/Hi	Rural Collector		1	0	None	296.35883	SEGB_600	25.000000	2.000000(	1000	Collector	MIXED	3
1	870	E MAIN ST	0	1320.0000	1	City		Commercial	Medium/Hi	Urban Major Collector		1	0	None	402.33681	SEGB_606	25.000000	2.000000000000000		Collector	MIXED	3
1	871	E MAIN ST	0	1319.9999	1	City		Commercial	High	Urban Major Collector		1	1	None	402.33677	SEGB_607	25.000000	2.000000000000000		Collector	MIXED	3
1	890	N OTT RD	0	1320.0000	1	County		Open Space	Medium/Hi	Rural Collector		1	0	None	402.33682	SEGB_626	25.000000	2.000000000000000		Collector	MIXED	3

0	891	N OTT RD	0	1319.9999	1	County		Open Space	Medium/Hi	Rural Collector		1	0	None	402.33678	SEGB_627	25.000000	2.000000000000000	Collector	MIXED	3
0	892	N OTT RD	0	1319.9999	1	County		Open Space	Medium/Hi	Rural Collector		1	0	None	402.33678	SEGB_628	55.000000	2.000000000000000	Collector	MIXED	4
1	900	NW 11TH S	0	1319.9998	1	City		Commercia	1.000000	High	Urban Minor Arterial		1	1	Fair	402.33676	SEGB_636	30.000000	2.000000	10000	Arterial	COUNTY	4
1	901	NW 11TH S	0	1319.9998	1	City		Commercia	1.000000	High	Urban Major Collector		1	1	None	204.29731	SEGB_637	30.000000	2.000000000000000		Collector	MIXED	3
1	907	S 1ST ST	0	1320.0000	1	City		Commercial	Medium/Hi	Urban Major Collector		1	1	0	None	402.33681	SEGB_643	25.000000	2.000000	2513	Collector	MIXED	3
1	908	S 1ST ST	0	1320.0000	1	City		Commercial	Medium/Hi	Urban Major Collector		1	1	0	None	402.33680	SEGB_644	25.000000	2.000000	3000	Collector	MIXED	3
1	909	S 1ST ST	0	1319.9998	1	City		Commercial	Medium/Hi	Urban Major Collector		1	1	0	None	402.33675	SEGB_645	25.000000	2.000000	3000	Collector	MIXED	3
3	910	S HIGHWA	0	1320.0000	1	State	Painted CTI	Commercial	Medium/Hi	Urban Majo	1	1	1	0	Fair	402.33682	SEGB_646	30.000000	4.000000	17000	Arterial	MIXED	3
0	911	S OTT RD	0	1320.0002	1	City		Industrial	Medium/Hi	Urban Major Collector		0	1	0	None	402.33687	SEGB_647	25.000000	2.000000000000000		Collector	MIXED	3
1	916	SE 10TH ST	0	1320.0000	1	City		Residential	Low	Urban Major Collector		1	1	0	None	402.33682	SEGB_652	25.000000	2.000000	4850	Collector	MIXED	3
1	917	SE 10TH ST	0	1021.9717	1	County		Commercial	Medium/Hi	Urban Minor Collector		1	1	0	None	311.49760	SEGB_653	25.000000	2.000000000000000		Collector	MIXED	3
1	919	SE 4TH ST	0	1320.0001	1	City		Commercial	Medium/Hi	Urban Minor Arterial		1	1	1	None	402.33685	SEGB_655	25.000000	2.000000000000000		Arterial	MIXED	3
1	920	SE 4TH ST	0	1319.9997	1	City		Commercial	Medium/Hi	Urban Minor Arterial		1	1	1	None	402.33672	SEGB_656	25.000000	2.000000000000000		Arterial	MIXED	3
1	921	SE 4TH ST	0	680.4504	1	County		Residential	Medium/Hi	Urban Minor Collector		1	1	0	None	207.40171	SEGB_657	25.000000	2.000000000000000		Collector	MIXED	3
1	929	SE COLUMI	0	217.2558	1	City		Commercial	Medium/Hi	Urban Minor Collector		1	1	0	None	66.219726	SEGB_665	25.000000	2.000000000000000		Collector	MIXED	3
1	933	SW 11TH S	0	1319.9998	1	City	Painted CTI	Commercia	1.000000	High	Urban Minor Arterial		1	1	Poor	402.33676	SEGB_669	30.000000	2.000000	12000	Arterial	COUNTY	4
1	934	SW 11TH S	0	1320.0002	1	City	Painted CTI	Commercia	1.000000	High	Urban Minor Arterial		1	1	Poor	402.33686	SEGB_670	35.000000	2.000000	5000	Arterial	COUNTY	4
1	935	SW 11TH S	0	1319.9999	1	City		Residential	1.000000	High	Urban Minor Arterial		1	1	Fair	402.33679	SEGB_671	35.000000	2.000000	5000	Arterial	COUNTY	4
2	936	SW 11TH S	0	1320.0000	1	City		Residential	1.000000	High	Urban Minor Arterial		1	1	Good	402.33682	SEGB_672	45.000000	2.000000	5000	Arterial	COUNTY	4
1	940	SW 7TH ST	0	1320.0000	1	City		Commercial	High	Urban Minor Collector		1	1	0	None	202.29509	SEGB_676	25.000000	2.000000	1690	Collector	MIXED	3
2	941	SW 7TH ST	0	1320.0000	1	City		Residential	Medium/Hi	Urban Minor Collector		1	1	0	None	202.26358	SEGB_677	25.000000	2.000000	810	Collector	MIXED	2
1	954	W ELM AVE	0	1319.9999	1	City	TWLTL	Commercia	1.000000	High	Urban Minor Arterial		1	1	0	Fair	402.33679	SEGB_690	30.000000	2.000000	9000	Arterial	LANE	1
1	955	W ELM AVE	0	1320.0001	1	City	TWLTL	Residential	1.000000	High	Urban Minor Arterial		1	1	1	Fair	402.33684	SEGB_691	30.000000	2.000000	11000	Arterial	LANE	1
1	956	W ELM AVE	0	1320.0000	1	City	TWLTL / Pai	Commercia	1.000000	High	Urban Minor Arterial		1	1	1	Fair	402.33681	SEGB_692	30.000000	2.000000	11000	Arterial	LANE	1
1	957	W ELM AVE	0	1319.9997	1	City	TWLTL / Pai	Commercia	1.000000	High	Urban Minor Arterial		1	1	1	Fair	402.33673	SEGB_693	30.000000	2.000000	11000	Arterial	LANE	1
1	958	W ELM AVE	0	1312.4154	1	City		Residential	High	Rural Arterial		1	1	0	None	400.02502	SEGB_694	25.000000	2.000000000000000		Arterial	MIXED	3
1	960	W HERMIS1	0	1320.0000	1	City		Commercial	Medium/Hi	Urban Major Collector		1	1	0	None	402.33681	SEGB_696	25.000000	2.000000	9270	Collector	MIXED	3
1	961	W HERMIS1	0	1320.0001	1	City		Commercial	High	Urban Major Collector		1	1	0	None	402.33684	SEGB_697	25.000000	2.000000	2480	Collector	MIXED	3
1	962	W HERMIS1	0	1319.9997	1	City		Commercial	High	Urban Major Collector		1	1	0	None	402.33673	SEGB_698	25.000000	2.000000	2480	Collector	MIXED	3
1	964	W HIGHLAI	0	1319.9999	1	City		Commercia	1.000000	Medium/Hi	Urban Minor Arterial		1	1	0	None	402.33677	SEGB_700	25.000000	2.000000000000000		Arterial	LANE	2
1	965	W HIGHLAI	0	1320.0000	1	City		Residential	1.000000	Medium/Hi	Urban Minor Arterial		1	1	0	None	402.33681	SEGB_701	25.000000	2.000000000000000		Arterial	LANE	2
1	966	W HIGHLAI	0	1319.9999	1	City		Residential	1.000000	High	Urban Minor Arterial		1	1	1	None	402.33679	SEGB_702	25.000000	2.000000000000000		Arterial	LANE	2
1	967	W HIGHLAI	0	1320.0001	1	City		Commercia	1.000000	High	Urban Minor Arterial		1	1	1	None	402.33686	SEGB_703	25.000000	2.000000000000000		Arterial	LANE	2
1	968	W HIGHLAI	0	1320.0000	1	City		Commercia	1.000000	High	Urban Minor Arterial		1	1	1	None	402.33681	SEGB_704	35.000000	2.000000	9100	Arterial	MIXED	3
1	969	W HIGHLAI	0	1319.9997	1	City		Commercia	1.000000	High	Urban Minor Arterial		1	1	0	None	402.33672	SEGB_705	35.000000	2.000000000000000		Arterial	TRAIL	1
1	970	W HIGHLAI	0	1314.3630	1	City		Residential	1.000000	High	Urban Minor Arterial		1	1	0	None	400.61864	SEGB_706	45.000000	2.000000000000000		Arterial	TRAIL	1
1	978	W ORCHAR	0	1320.0001	1	City		Commercial	Medium/Hi	Urban Minor Collector		1	1	0	None	402.33685	SEGB_714	25.000000	2.000000	5118	Collector	MIXED	3
1	979	W ORCHAR	0	1319.9997	1	City		Residential	High	Urban Minor Collector		1	1	0	None	402.33673	SEGB_715	25.000000	2.000000	5790	Collector	MIXED	3
1	980	W ORCHAR	0	1320.0001	1	City		Residential	High	Urban Minor Collector		1	1	0	None	402.33683	SEGB_716	25.000000	2.000000	5790	Collector	MIXED	3
1	981	W ORCHAR	0	1319.9998	1	City		Commercial	High	Urban Minor Collector		1	1	1	None	402.33676	SEGB_717	25.000000	2.000000	3720	Collector	MIXED	3
1	995	E LOOP RD	0	684.6965	1	County		Open Space	Low	Rural Collector		1	1	0	None	208.69591	SEGB_731	25.000000	2.000000	545	Collector	MIXED	3
1	996	N 1ST PL	0	1320.0001	1	City		Commercial	Medium/Hi	Urban Major Collector		1	1	0	None	402.33684	SEGB_732	25.000000	2.000000000000000		Collector	MIXED	3
1	997	N 1ST PL	0	1319.9997	1	City		Industrial	Medium/Hi	Urban Major Collector		1	1	0	None	402.33672	SEGB_733	25.000000	2.000000	2513	Collector	MIXED	3
1	998	N 1ST ST	0	1319.9999	1	State	Painted CTI	Commercial	Medium/Hi	Urban Majo	1	1	1	0	Fair	402.33677	SEGB_734	30.000000	4.000000	20000	Arterial	MIXED	3
1	999	N 1ST ST	0	1319.9999	1	State	Painted CTI	Commercial	High	Urban Majo	1	1	1	0	Good	402.33678	SEGB_735	35.000000	4.000000	20000	Arterial	MIXED	3
1	1000	NE 10TH ST	0	1320.0000	1	City		Residential	Low	Urban Major Collector		1	1	0	None	402.33681	SEGB_736	25.000000	2.000000	4850	Collector	MIXED	3
1	1001	NE 10TH ST	0	1319.9998	1	City		Commercial	High	Urban Major Collector		1	1	0	None	402.33675	SEGB_737	25.000000	2.000000	3450	Collector	MIXED	3
1	1002	NE 4TH ST	0	1320.0000	1	City		Commercial	High	Urban Minor Arterial		1	1	0	None	402.33681	SEGB_738	25.000000	2.000000000000000		Arterial	MIXED	3
1	1003	NE 4TH ST	0	1319.9999	1	City		Residential	High	Urban Minor Arterial		1	1	0	None	402.33680	SEGB_739	25.000000	2.000000	6950	Arterial	MIXED	3
2	1004	S HIGHWA	0	1319.9997	1	State	Painted CTI	Commercia	1.000000	Medium/Hi	Urban Major Arterial		1	0	Very Good	402.33673	SEGB_740	45.000000	4.000000	14000	Arterial	MIXED	3
2	1005	S HIGHWA	0	1320.0000	1	State	Painted CTI	Commercial	Medium/Hi	Urban Major Arterial		1	1	0	Very Good	402.33681	SEGB_741	45.000000	4.000000	14000	Arterial	MIXED	3
2	1006	S HIGHWA	0	1320.0000	1	State	Painted CTI	Commercial	Medium/Hi	Urban Majo	1	1	1	0	Very Good	402.33680	SEGB_742	35.000000	4.000000	14000	Arterial	MIXED	3
2	1007	S HIGHWA	0	1320.0001	1	State	Painted CTI	Commercial	Medium/Hi	Urban Majo	1	1	1	0	Fair	402.33685	SEGB_743	35.000000	4.000000	15000	Arterial	MIXED	3
1	1008	S HIGHWA	0	546.8844	1	State	Painted CTI	Commercial	Medium/Hi	Urban Majo	1	1	1	0	Fair	166.69071	SEGB_744	30.000000	4.000000	17000	Arterial	MIXED	3
0	1009	S OTT RD	0	1320.0000	1	City		Industrial	Medium/Hi	Urban Major Collector		0	1	0	None	402.33680	SEGB_745	25.000000	2.000000000000000		Collector	MIXED	3
0	1010	S OTT RD	0	76.910013	1	City		Industrial	Medium/Hi	Urban Major Collector		0	1	0	None	23.442218	SEGB_746	25.000000	2.000000000000000		Collector	MIXED	3
1	1012	E AIRPORT	0	1320.0001	1	County		Commercial	Medium/Hi	Urban Major Collector		1	1	0	None	402.33684	SEGB_748	25.000000	2.000000000000000		Collector	MIXED	3
1	1013	E AIRPORT	0	1319.9998	1	City		Commercial	Medium/Hi	Urban Major Collector		1	1	0	None	402.33676	SEGB_749	25.000000	2.000000000000000		Collector	MIXED	3
1	1014	E AIRPORT	0	524.7252	1	County		Commercial	Medium/Hi	Urban Major Collector		0	1	0	None	159.93657	SEGB_750	25.000000	2.000000000000000		Collector	MIXED	3
2	1015	E FEEDVILL	0	1319.9999	1	City		Commercial	Medium/Hi	Urban Major Collector		0	1	0	None	402.33678	SEGB_751	55.000000	2.000000	1500	Collector	MIXED	4

1	1016	E FEEDVILL	0	1320.0001	1	City	Commercial	Medium/Hi	Urban Major Collector	0	0	None	402.33684	SEGB_752	55.000000	2.0000000	1500	Collector	MIXED	4
0	1017	E FEEDVILL	0	1319.9999	1	County	Commercial	Medium/Hi	Urban Major Collector	0	0	None	402.33679	SEGB_753	55.000000	2.0000000	1500	Collector	MIXED	4
0	1018	E FEEDVILL	0	1319.9998	1	County	Commercial	Medium/Hi	Urban Major Collector	0	0	None	402.33675	SEGB_754	55.000000	2.0000000	1500	Collector	MIXED	4
0	1019	E FEEDVILL	0	1320.0001	1	County	Commercial	Medium/Hi	Urban Major Collector	0	0	None	402.33684	SEGB_755	55.000000	2.0000000	1500	Collector	MIXED	4
0	1020	E FEEDVILL	0	1320.0001	1	County	Commercial	Medium/Hi	Urban Major Collector	0	0	None	402.33685	SEGB_756	55.000000	2.0000000	1500	Collector	MIXED	4
0	1021	E FEEDVILL	0	1319.9998	1	County	Commercial	Medium/Hi	Urban Major Collector	0	0	None	402.33675	SEGB_757	55.000000	2.0000000	1500	Collector	MIXED	4
0	1022	E FEEDVILL	0	75.313444	1	County	Commercial	High	Urban Major Collector	0	0	None	22.955583	SEGB_758	25.000000	2.0000000000000000		Collector	MIXED	3
1	1023	E PENNEY A	0	1151.7423	1	City	Commercial	Medium/Hi	Urban Minor Collector	0	0	None	351.05177	SEGB_759	25.000000	2.0000000000000000		Collector	MIXED	3
1	1024	KELLI BLVD	0	1319.9999	1	City	Commercial	Medium/Hi	Urban Minor Collector	0	0	None	402.33679	SEGB_760	25.000000	2.0000000000000000		Collector	MIXED	3
1	1027	S 1ST ST	0	1320.0002	1	City	Residential	Medium/Hi	Urban Major Collector	1	0	None	402.33686	SEGB_763	45.000000	2.0000000	1529	Collector	MIXED	4
1	1028	S 1ST ST	0	1319.9998	1	County	Residential	Medium/Hi	Urban Major Collector	1	0	None	402.33674	SEGB_764	45.000000	2.0000000	1529	Collector	MIXED	4
1	1029	S 1ST ST	0	1320.0002	1	County	Open Space	Medium/Hi	Urban Major Collector	1	0	None	402.33686	SEGB_765	45.000000	2.0000000	1529	Collector	MIXED	4
1	1030	S 1ST ST	0	1319.9998	1	County	Open Space	Medium/Hi	Urban Major Collector	1	0	None	402.33676	SEGB_766	45.000000	2.0000000	1529	Collector	MIXED	4
1	1031	S 1ST ST	0	1320.0001	1	County	Industrial	Medium/Hi	Urban Major Collector	0	0	None	402.33684	SEGB_767	45.000000	2.0000000	2000	Collector	MIXED	4
1	1032	S 1ST ST	0	287.09097	1	County	Industrial	Medium/Hi	Urban Major Collector	0	0	None	87.505505	SEGB_768	45.000000	2.0000000	1529	Collector	MIXED	4
0	1033	S HIGHWA	0	1320.0000	1	State	Commercia	1.0000000	High	Urban Major Arterial	0	0	Very Good	402.33681	SEGB_769	55.000000	4.0000000000000000		Arterial	MIXED	3
1	1034	S HIGHWA	0	1319.9999	1	State	Curbed or \	Commercia	1.0000000	Medium/Hi	Urban Major Arterial	0	0	Very Good	402.33679	SEGB_770	55.000000	4.0000000	8000	Arterial	MIXED	3
2	1035	S HIGHWA	0	1319.9999	1	State	Curbed or \	Commercia	1.0000000	Medium/Hi	Urban Major Arterial	0	0	Very Good	402.33678	SEGB_771	55.000000	4.0000000	8000	Arterial	MIXED	3
2	1036	S HIGHWA	0	1319.9999	1	State	Curbed or \	Commercia	1.0000000	Medium/Hi	Urban Major Arterial	0	0	Very Good	402.33679	SEGB_772	55.000000	4.0000000	8000	Arterial	MIXED	3
2	1037	S HIGHWA	0	1320.0001	1	State	Curbed or \	Commercia	1.0000000	Medium/Hi	Urban Major Arterial	1	0	Very Good	402.33683	SEGB_773	55.000000	4.0000000	8000	Arterial	MIXED	3
2	1038	S HIGHWA	0	1319.9999	1	State	Curbed or \	Commercia	1.0000000	Medium/Hi	Urban Major Arterial	1	0	Very Good	402.33677	SEGB_774	55.000000	4.0000000	14000	Arterial	MIXED	3
2	1039	S HIGHWA	0	1320.0000	1	State	Painted CTI	Commercia	1.0000000	Medium/Hi	Urban Major Arterial	1	0	Very Good	402.33682	SEGB_775	55.000000	4.0000000	14000	Arterial	MIXED	3
1	1040	S OTT RD	0	1319.9999	1	City	Commercial	High	Urban Major Collector	0	0	None	402.33677	SEGB_776	25.000000	2.0000000000000000		Collector	MIXED	3
1	1041	S OTT RD	0	1320.0001	1	City	Commercial	Medium/Hi	Urban Major Collector	0	0	None	402.33686	SEGB_777	25.000000	2.0000000000000000		Collector	MIXED	3
0	1042	S OTT RD	0	1319.9999	1	City	Commercial	Medium/Hi	Urban Major Collector	0	0	None	402.33678	SEGB_778	25.000000	2.0000000000000000		Collector	MIXED	3
0	1043	S OTT RD	0	1319.9998	1	City	Commercial	Medium/Hi	Urban Major Collector	0	0	None	402.33676	SEGB_779	25.000000	2.0000000000000000		Collector	MIXED	3
0	1044	S OTT RD	0	1319.9999	1	City	Commercial	Medium/Hi	Urban Major Collector	0	0	None	402.33678	SEGB_780	25.000000	2.0000000000000000		Collector	MIXED	3
1	1045	SE CAMPBE	0	1296.4519	1	City	Commercial	Medium/Hi	Urban Major Collector	1	0	None	395.15935	SEGB_781	25.000000	2.0000000000000000		Collector	MIXED	3
1	1046	SE KELLI BL	0	764.81910	1	City	Commercial	Medium/Hi	Urban Minor Collector	0	0	None	233.11732	SEGB_782	25.000000	2.0000000000000000		Collector	MIXED	3
0	1049	SW 11TH S	0	676.39073	1	State	Open Spac	1.0000000	High	Rural Arterial	1	1	Good	206.16430	SEGB_785	45.000000	2.0000000	4434	Arterial	COUNTY	4
1	1053	W GETTMAI	0	1320.0000	1	County	Residential	Medium/Hi	Urban Minor Collector	1	0	None	402.33683	SEGB_789	25.000000	2.0000000	500	Collector	MIXED	3
1	1054	W GETTMAI	0	1319.9997	1	County	Residential	Medium/Hi	Urban Minor Collector	1	0	None	402.33673	SEGB_790	25.000000	2.0000000	500	Collector	MIXED	3
1	1055	W GETTMAI	0	1314.9721	1	City	Residential	High	Urban Minor Collector	1	0	None	400.80430	SEGB_791	25.000000	2.0000000	500	Collector	MIXED	3
0	1056	HIGHWAY 2	0	1319.9999	1	State	Residential	1.0000000	Medium/Hi	Rural Arterial	0	1	Good	402.33677	SEGB_792	50.000000	2.0000000	4434	Arterial	COUNTY	4
0	1057	HIGHWAY 2	0	1320.0000	1	State	Residential	1.0000000	Medium/Hi	Rural Arterial	0	1	Good	402.33681	SEGB_793	50.000000	2.0000000	4434	Arterial	COUNTY	4
1	1058	HIGHWAY 2	0	1320.0001	1	City	Residential	1.0000000	Medium/Hi	Rural Arterial	1	1	Good	402.33686	SEGB_794	50.000000	2.0000000	4434	Arterial	COUNTY	4
0	1059	HIGHWAY 2	0	775.36775	1	State	Open Spac	1.0000000	High	Rural Arterial	1	1	Good	236.33256	SEGB_795	50.000000	2.0000000	4434	Arterial	COUNTY	4
1	1060	FEEDVILLE	0	1320.0000	1	County	Residential	Medium/Hi	Rural Collector	0	1	None	402.33681	SEGB_796	55.000000	2.0000000	2000	Collector	MIXED	4
1	1061	FEEDVILLE	0	1319.9998	1	County	Residential	Medium/Hi	Rural Collector	0	0	None	402.33675	SEGB_797	55.000000	2.0000000	2000	Collector	MIXED	4
0	1062	FEEDVILLE	0	1320.0001	1	County	Residential	Medium/Hi	Rural Collector	0	0	None	402.33686	SEGB_798	55.000000	2.0000000	1500	Collector	MIXED	4
3	1063	FEEDVILLE	0	1320.0000	1	County	Residential	Medium/Hi	Rural Collector	0	0	None	402.33683	SEGB_799	55.000000	2.0000000	1500	Collector	MIXED	4
1	1064	FEEDVILLE	0	960.58016	1	County	Industrial	Medium/Hi	Rural Collector	0	0	None	292.78542	SEGB_800	55.000000	2.0000000	1500	Collector	MIXED	4
1	1065	MINNEHAH	0	490.16231	1	County	Open Space	High	Rural Collector	1	1	None	149.40177	SEGB_801	55.000000	2.0000000000000000		Collector	MIXED	4
2	1066	MINNEHAH	0	1319.9998	1	County	Open Space	Low	Rural Collector	1	1	None	402.33675	SEGB_802	55.000000	2.0000000000000000		Collector	MIXED	4
1	1067	MINNEHAH	0	1006.3124	1	County	Open Space	High	Rural Collector	1	1	None	306.72466	SEGB_803	55.000000	2.0000000000000000		Collector	MIXED	4
0	1069	FEEDVILLE	0	158.53127	1	County	Commercial	High	Urban Major Collector	0	0	None	48.320428	SEGB_805	55.000000	2.0000000	1500	Collector	MIXED	4
1	901	NW 11TH S	0	1319.9998	1	City	Commercia	1.0000000	High	Urban Minor Arterial	1	1	Fair	198.03943	SEGB_637	30.000000	2.0000000	10000	Arterial	COUNTY	4
1	859	E HIGHLAN	0	1320.0001	1	City	Residential	Medium/Hi	Urban Minor Arterial	1	0	None	9.3625564	SEGB_595	25.000000	2.0000000000000000		Arterial	MIXED	3
1	794	NE 4TH ST	0	1320.0001	1	City	Commercia	1.0000000	High	Urban Minor Arterial	1	0	None	198.29788	SEGB_530	25.000000	2.0000000000000000		Arterial	LANE	1
1	852	E ELM AVE	0	1307.7238	1	City	TWLTL / Pai	Commercia	1.0000000	High	Urban Minor Arterial	1	0	Fair	627.40563	SEGB_588	40.000000	2.0000000	7000	Arterial	COUNTY	3
1	846	E DIAGONA	0	1320.0000	1	City	Commercia	1.0000000	High	Urban Major Collector	1	0	None	157.51777	SEGB_582	25.000000	2.0000000000000000		Collector	LANE	1
1	863	E HOOKER	0	1320.0001	1	City	Commercia	1.0000000	High	Urban Major Collector	1	0	None	107.14408	SEGB_599	25.000000	2.0000000	1000	Collector	MIXED	3
2	941	SW 7TH ST	0	1320.0000	1	City	Residential	Medium/Hi	Urban Minor Collector	1	0	None	200.07323	SEGB_677	25.000000	2.0000000	1690	Collector	MIXED	3
1	940	SW 7TH ST	0	1320.0000	1	City	Commercial	High	Urban Minor Collector	1	0	None	200.04173	SEGB_676	25.000000	2.0000000	1240	Collector	MIXED	2

UNIQUE_ID	Intersectio	Type	Jurisdiction	Count_Dat	OHP_Mobil	Priority	ExistingOp	FutureOps	Renumbere	PLTS	PLTS_Meth	BLTS	BLTS_Method
4	OR 207/E D	Unsignalize	ODOT	6/4/2024	v/c = 0.90	YES	Pass	Pass	10	4	Segment	4	Unsig w/o Median
6	Gettman R	Unsignalize	City	6/4/2024	D	YES	Pass	Pass	30	4	Segment	4	Segment
7	OR 207/Ge	Unsignalize	ODOT	6/4/2024	v/c = 0.90	YES	Pass	Pass	29	4	Segment	4	Unsig w/o Median
10	Airport Rd/I	Unsignalize	ODOT	6/4/2024	v/c = 0.80	YES	Pass	Pass	28	4	Segment	4	Unsig w/o Median
11	NE 10th St/	Unsignalize	City	6/4/2024	D	YES	Pass	Pass	17	3	Ramps	3	Segment
13	NE 4th St/P	Unsignalize	City	6/4/2024	D	YES	Pass	Pass	1	4	Segment	4	Segment
14	NE 10th St/	Unsignalize	City	6/4/2024	D	YES	Pass	Pass	2	4	Segment	4	Segment
15	Port Dr/US	Unsignalize	ODOT	6/4/2024	v/c = 0.85	YES	Pass	Pass	27	4	Segment	4	Unsig w/o Median
16	NE 10th St/	Unsignalize	City	6/4/2024	D	YES	Pass	Pass	5	4	Segment	3	Segment
17	US 395/The	Signalized	ODOT	4/28/2022	v/c = 0.85	YES	Pass	Pass	3	4	Segment	4	Left Turn Lane Criteria
18	US 395/Elm	Signalized	ODOT	4/28/2022	v/c = 0.85	YES	Pass	Pass	7	3	Segment	4	Left Turn Lane Criteria
20	US 395/Gla	Signalized	ODOT	4/28/2022	v/c = 0.85	YES	Pass	Pass	14	3	Segment	3	Segment
21	US 395/Ma	Signalized	ODOT	4/28/2022	v/c = 0.85	YES	Pass	Pass	15	3	Segment	3	Segment
22	US 395/Orc	Signalized	ODOT	4/28/2022	v/c = 0.85	YES	Pass	Pass	20	3	Segment	3	Segment
24	OR 207/ NE	Signalized	ODOT	8/4/2020	v/c = 0.85	YES	Pass	Pass	8	3	Segment	4	Left Turn Lane Criteria
25	OR 207/1st	Signalized	ODOT	5/13/2023	v/c = 0.90	YES	Pass	Pass	6	3	Segment	3	Segment
26	US 395/Hig	Signalized	ODOT	4/28/2022	v/c = 0.85	YES	Pass	Pass	24	3	Segment	4	Left Turn Lane Criteria
27	OR 207/Hig	Signalized	ODOT	4/20/2022	v/c = 0.90	YES	Pass	Pass	21	4	Segment	4	Segment
29	US 395/SE	Signalized	ODOT	8/17/2020	v/c = 0.85	YES	Pass	Pass	26	3	Segment	4	Left Turn Lane Criteria
30	Hermiston	Signalized	City	10/1/2013	D	YES	Pass	Pass	13	3	Segment	3	Segment
32	NE 4th St/E	Unsignalize	City	6/4/2024	D	YES	Pass	Pass	4	3	Segment	3	Segment
34	NE 4th St/E	Unsignalize	City	6/4/2024	D	YES	Pass	Pass	11	2	Segment	3	Segment
35	NW 7th St/I	Unsignalize	City	6/4/2024	D	YES	Pass	Pass	12	3	Ramps	3	Segment
38	OR 207/W (	Signalized	ODOT	4/20/2022	v/c = 0.90	YES	Pass	Pass	18	3	Segment	4	Segment
39	S 1st St/W (	Unsignalize	City	6/4/2024	D	YES	Fail	Fail	19	3	Segment	3	Segment
41	SW 7th St/I	Unsignalize	City	6/4/2024	D	YES	Pass	Fail	22	3	Ramps	2	Unsig w/o Median
42	S 1st St/Hig	Unsignalize	City	6/4/2024	D	YES	Pass	Fail	23	3	Segment	3	Segment
43	SE 4th St/E	Unsignalize	City	6/4/2024	D	YES	Pass	Fail	25	3	Ramps	3	Segment
46	NE 10th St/	Unsignalize	ODOT	6/4/2024	v/c = 0.85	YES	Pass	Pass	9	4	Segment	4	Unsig w/o Median
37	7th St/W H	Unsignalize	City	6/4/2024	D	YES	Pass	Pass	16	4	Ramps, w/	3	Segment



APPENDIX F – PRELIMINARY CONCEPT DESIGN MEMORANDUM

HERMISTON TSP UPDATE

TECHNICAL MEMORANDUM #4

November 21, 2025 Project #: 27003.60

To: Project Management Team

From: Justin Delgado, Nick Foster AICP RSP$_1$, Matt Hugart AICP, Corrie Parrish LEED ND, Casey Werner

RE: Concept Designs & Outreach

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INTRODUCTION

The Hermiston Transportation System Plan (TSP) will present a coordinated set of multimodal policies, projects, and studies that address transportation needs within the city's Urban Growth Boundary (UGB) over the next 20 years.

This memorandum summarizes an initial list of proposed transportation system projects and changes that will address existing and future needs and desires. Proposed transportation projects are organized and prioritized by travel mode. They have been identified through the existing and future conditions analyses (previously summarized in Technical Memorandum #2) as well as input from City staff, the Project Management Team (PMT), the Technical Advisory Committee (TAC), and the community. These transportation system projects recognize the need for a balanced system that provides a range of transportation choices for people traveling in, around, and through Hermiston.

Several proposed projects are on ODOT facilities. Further coordination with ODOT will be required to implement these projects, including determining design elements through preliminary and final design processes. They are subject to future ODOT approvals by the State Roadway Traffic Engineer, pursuant with the *ODOT Traffic Manual*.

The resultant 20-year list of solutions is intended to address the identified transportation needs, meet the TSP goals, and reflect criteria included in Oregon Revised Statute (ORS) 660-012-0035. These projects are also intended to provide the City with flexibility to adapt to changing economic development and community needs over the next 20 years.

ROADWAY SYSTEM

Streets serve most trips within Hermiston across all travel modes. This section identifies potential projects to address gaps and deficiencies in the street system. Most of these projects are multimodal, serving vehicular traffic, as well as people walking, biking, and/or riding the bus.

Roadway Projects

Roadway projects include new road segments as well as improvements to existing corridors. Some projects build on recommendations from previous plans and studies, while others are newly developed through this TSP update. These projects include upgrading existing roads to modern design standards, adding new connections, realigning roads, and safety-focused changes.

Table 1 describes the roadway corridor projects included in the plan and Figure 1 illustrates their locations. *Priorities at this stage reflect most evaluation criteria. They will be updated to later reflect all criteria as more data is made available, as well as input from the project team, advisory committee, and community.*

Table 1 Roadway Projects

Project Number	Roadway Segment	Start	End	Project Description	Priority
R-1	Punkin Center Road	1st Pl	Country Ln	Extend Punkin Center Rd west of River Rd, construct new buffered sidewalks and on-street bike lanes, and coordinate with Umatilla County to plan and construct a bridge across the Umatilla River.	Low
R-2	Punkin Center Road	Sunshine Ln	N 1st Pl	Extend Punkin Center Rd to N 1st Pl with new buffered sidewalks and on-street bike lanes.	Medium
R-3	Punkin Center Road	Ott Rd	Sunshine Ln	Reconstruct Punkin Center Rd to urban collector standards between Ott Rd and Sunshine Ln with new buffered sidewalks and on-street bike lanes.	High
R-4	New Street	NE 8th St	Ott Rd	Construct a new urban collector roadway between NE 8th St and Ott Rd with new buffered sidewalks.	Low
R-5	N 1st Place	Punkin Center Rd	OR 207	Reconstruct N 1st Pl to urban collector standards between Punkin Center Rd and OR 207 with a new adjacent multi-use trail.	High
R-6	Theater Lane	Geer Rd	US 395	Reconstruct Theater Ln to urban collector standards between Geer Rd and US 395 with new on-street bike lanes while filling gaps with buffered sidewalks.	Medium
R-7	Theater Lane	US 395	NE 10 St	Reconstruct Theater Ln to urban collector standards between US 395 and NE 10th St with new on-street bike lanes while filling gaps with buffered sidewalks.	High
R-8	NE 10th Street	Punkin Center Rd	OR 207	Reconstruct NE 10th St to urban collector standards between Punkin Center Rd and OR 207 with a new adjacent multi-use trail.	High

Project Number	Roadway Segment	Start	End	Project Description	Priority
R-9	Theater Lane	NE 10th St	Ott Rd	Reconstruct Theater Ln to urban collector standards between NE 10th St and Ott Rd with new buffered sidewalks and on-street bike lanes.	Medium
R-10	NW 11th Street	Elm Ave	N 1st Pl	Reconstruct NW 11th St to urban collector standards between Elm Ave and N 1st Pl with a new adjacent multi-use trail.	Medium
R-11	W Harper Road	N 1st Pl	NW 11th St	Extend Harper Rd to NW 11th St with new buffered sidewalks and on-street bike lanes.	Medium
R-12	W Harper Road	N 1st Pl	US 395	Reconstruct Harper Rd to urban collector standards between N 1st Pl and US 395 with new buffered sidewalks and on-street bike lanes.	High
R-13	US 395	Theater Ln	OR 207	Manage driveway access (right-in-right-out, consolidation, closure.) along this stretch of US 395.	High
R-14	Aspen Drive	NE 4th St	US 395	Extend Aspen Dr to US 395 with new buffered sidewalks.	High
R-15	Aspen Drive	Kenna Dr	NE 10th St	Extend Aspen Dr to NE 10th St with new buffered sidewalks and on-street bike lanes.	Medium
R-16	Ott Road	OR 207	Theater Ln	Reconstruct Ott Rd to urban collector standards between OR 207 and Theater Ln with new buffered sidewalks and on-street bike lanes.	Medium
R-17	W Elm Avenue	NW 11th St	End of Elm Ave	Reconstruct Elm Ave to urban collector standards west of NW 11th St while filling gaps with buffered sidewalks.	Medium
R-18	US 395	Jennie Ave	OR 207	Construct enhanced crossing, ADA ramps, bulbouts, high visibility crosswalks, access management, and hardened centerlines on US 395 from Jennie Ave to OR 207 while adding an adjacent multi-use trail.	High

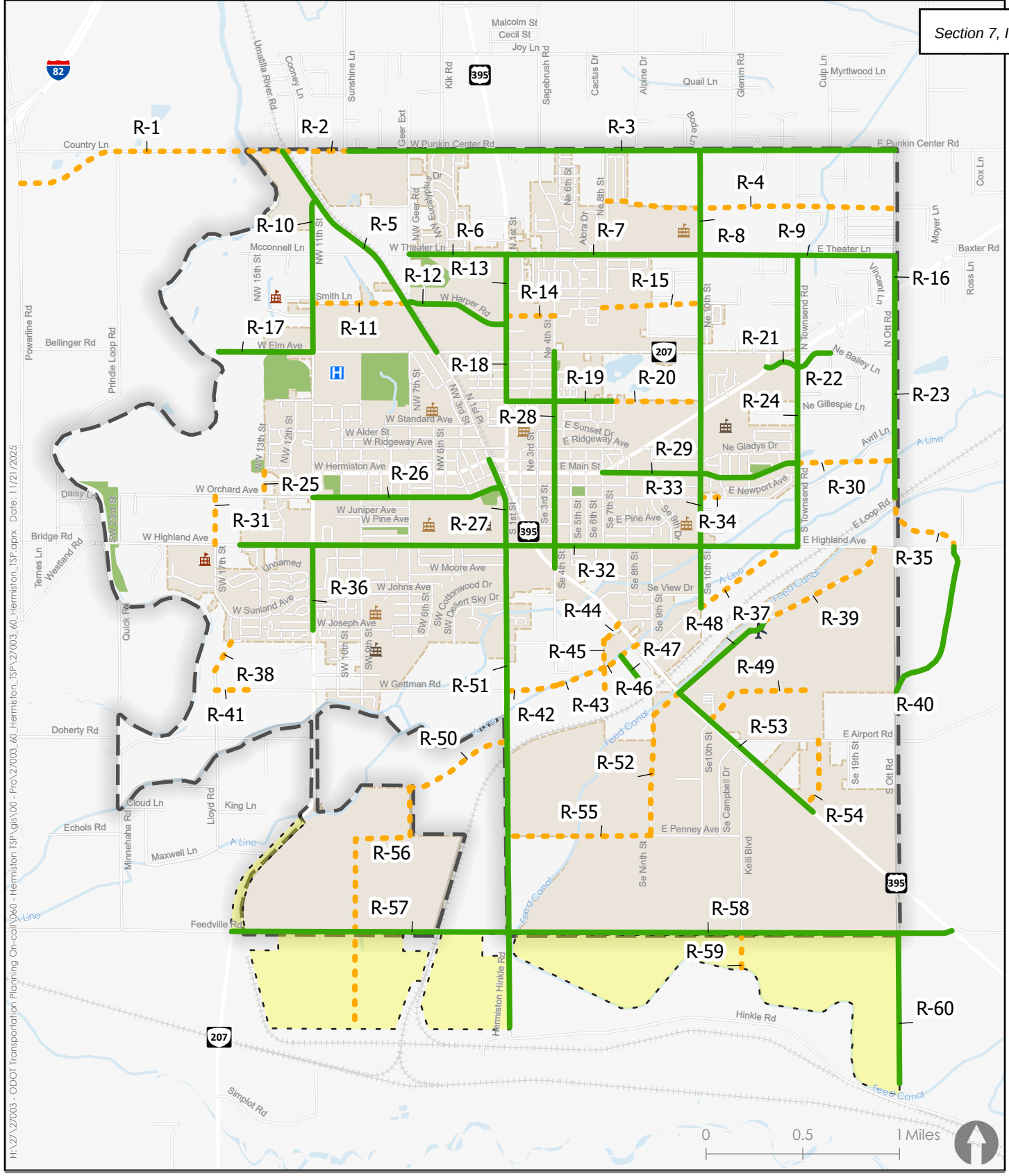
Project Number	Roadway Segment	Start	End	Project Description	Priority
R-19	Jennie Avenue	N 1st St	NE 5th Pl	Reconstruct Jennie Ave to urban collector standards between N 1st St and NE 5th Pl with new on-street bike lanes while filling gaps with buffered sidewalks.	High
R-20	Jennie Avenue	NE 8th St	NE 10th St	Extend Jennie Ave to NE 10th St with new buffered sidewalks.	Medium
R-21	Hooker Road	Diagonal Blvd	Townsend Rd	Relocate the Hooker Rd intersection with Townsend Rd to the south to provide adequate intersection spacing from Townsend Rd's new intersection with OR 207.	Low
R-22	Hooker Road	Bailey Ln	Townsend Rd	Relocate the Hooker Rd intersection with Townsend Rd to the south to provide adequate intersection spacing from Townsend Rd's new intersection with OR 207.	Low
R-23	Ott Road	Railroad	OR 207 (Diagonal Blvd)	Reconstruct Ott Rd to urban collector standards between the Union Pacific Railroad Crossing and OR 207.	Medium
R-24	Townsend Road	E Highland Ave	E Theater Lane	Change Townsend Rd functional classification to collector, reconstruct the roadway to urban collector standards, and extend roadway from Hooker Rd across OR 207. Evaluate intersection control (traffic signal or roundabout) at its intersection with OR 207. Construct new on-street bike lanes and buffered sidewalks.	High
R-25	NW 13th Street	Madrona Ave	Orchard Ave	Extend NW 13th St to Orchard Ave with new buffered sidewalks.	Medium
R-26	Orchard Avenue	OR 207	US 395	Construct enhanced crossings, pedestrian bulbouts, high visibility crosswalks, bidirectional cycle track, and add landscaping strips on Orchard Avenue from OR 207 to US 395 with new on-street bike lanes.	High
R-27	S 1st Place	Hermiston Ave	Highland Ave	Reconstruct S 1st St to urban collector standards between Hermiston Ave and Highland Ave with a new adjacent multi-use trail.	Medium

Project Number	Roadway Segment	Start	End	Project Description	Priority
R-28	4th St	OR 207	US 395	Reconstruct 4th St to urban collector standards between OR 207 and US 395 with new on-street bike lanes while filling gaps with buffered sidewalks.	Medium
R-29	E Main Street	Diagonal Blvd	Townsend Rd	Reclassify Main St as an urban collector between Diagonal Blvd and Townsend Rd and reconstruct the roadway to urban collector standards with new on-street bike lanes while filling gaps with buffered sidewalks.	High
R-30	E Main Street	Townsend Rd	Ott Rd	Extend Main St to Ott Rd and reclassify Main St as an urban collector, while constructing new buffered sidewalks and on-street bike lanes.	Medium
R-31	SW 17th Street	Highland Ave	Orchard Ave	Extend SW 17th Street to Orchard Ave with new buffered sidewalks.	Medium
R-32	Highland Avenue	SW 15th Pl	Townsend Rd	Reconstruct Highland Ave to urban collector standards between SW 15th Pl and Townsend Rd with new buffered sidewalks and on-street bike lanes.	High
R-33	NE 10th Street	OR 207	Columbia Dr	Reconstruct NE 10th St to urban collector standards between OR 207 and Columbia Dr with a new adjacent multi-use trail and while filling gaps with buffered sidewalks.	High
R-34	Newport Road	SE 10th St	SE 11th St	Close the roadway gap on Newport Road between SE 10th St and SE 11th St with new buffered sidewalks and on-street bike lanes.	Medium
R-35	Ott Road	E Highland Ave	Ott Rd	Construct a new roadway connection on Ott Rd between E Highland Ave and Ott Rd with new buffered sidewalks and on-street bike lanes.	Low
R-36	OR 207	Highland Ave	Joseph Ave	Implement ODOT's planned project on OR 207 between Highland Ave and Joseph Ave including removal of parking, addition of a center turn lane, new bike lanes, and a multi-use trail.	Programmed

Project Number	Roadway Segment	Start	End	Project Description	Priority
R-37	Columbia Drive	SE 10th St	Highland Ave	Extend Columbia Dr to Highland Ave with new buffered sidewalks and on-street bike lanes.	High
R-38	SW 16th Place	Johanna Ave	Rivercrest Ln	Extend SW 16th Pl to Rivercrest Ln with new buffered sidewalks.	Medium
R-39	Airport Way	Airport Wy	E Highland Ave	Extend Airport Way to E Highland Ave with new buffered sidewalks.	Medium
R-40	Ott Road	Airport Property Line	E Highland Ave	Realign Ott Rd between the Airport property line and E Highland Ave to avoid the future runway protection zone.	Medium
R-41	Lemmon Lane	Lemmon Ln	Rivercrest Ln	Extend Lemmon Ln to Rivercrest Ln with new buffered sidewalks.	Low
R-42	Gettman Road	Hermiston Hinkle Rd	SE 4th St	Extend Gettman Rd (Phase 3) from Hermiston Hinkle Rd to SE 4th St with new buffered sidewalks and on-street bike lanes.	Medium
R-43	Gettman Road	SE 4th St	New Road	Extend Gettman Rd (Phase 2) from SE 4th St to a new roadway with new buffered sidewalks and on-street bike lanes.	Medium
R-44	Evelyn Avenue	US 395	New Street	Extend Evelyn Ave to the new Cemetery Road connection with new buffered sidewalks and on-street bike lanes.	Medium
R-45	New Street	Evelyn Ave	Cemetery Rd	Construct a new roadway between Evelyn Ave and Cemetery Rd with new buffered sidewalks and on-street bike lanes.	Medium
R-46	Gettman Road	US 395	New Road	Extend Gettman Rd (Phase 1) to connect with US 395/Port Drive with new buffered sidewalks and on-street bike lanes.	High
R-47	Cemetery Access	Gettman Rd	Hermiston Cemetery	Move and realign the cemetery access road between Gettman Rd and Hermiston Cemetery.	Medium

Project Number	Roadway Segment	Start	End	Project Description	Priority
R-48	Airport Way	US 395	Hermiston Municipal Airport	Reclassify Airport Way as a local road between US 395 and Hermiston Municipal Airport.	Low
R-49	SE 10th Street	US 395	EOTEC	Extend SE 10th St to EOTEC with new buffered sidewalks.	Medium
R-50	New Street	Hermiston Hinkle Rd	SW 7th St	Construct a new urban collector roadway between Hermiston Hinkle Rd and SW 7th St.	Low
R-51	Hinkle Road	Highland Ave	Feedville Rd	Reconstruct Hermiston Hinkle Rd to urban collector standards between Highland Ave and Feedville Rd with a new adjacent multi-use trail.	Medium
R-52	SE 9th Street	US 395	Penney Ave	Extend SE 9th St to Penney Ave with new buffered sidewalks and on-street bike lanes.	Medium
R-53	US 395	Airport Wy	Penney Ave	Manage access on US 395 between Airport Wy and Penney Ave to address safety concerns and support new roadway connections.	High
R-54	Penney Avenue	US 395	E Airport Rd	Extend Penney Ave to E Airport Rd with new buffered sidewalks.	Medium
R-55	Penney Avenue	SE 9th St	Hermiston Hinkle Rd	Extend Penney Ave from SE 9th St to Hermiston Hinkle Rd with new buffered sidewalks and on-street bike lanes.	Medium
R-56	SW 7th Street	Hermiston Hinkle Rd	UGB Boundary	Create a new segment of SW 7th Street extending from the UGB boundary to Hermiston Hinkle Road with new buffered sidewalks and on-street bike lanes.	Medium
R-57	Feedville Road	OR 207	Hermiston Hinkle Rd	Reconstruct Feedville Rd to urban collector standards between OR 207 and Hermiston Hinkle Rd with a new adjacent multi-use trail.	High

Project Number	Roadway Segment	Start	End	Project Description	Priority
R-58	Feedville Road	Hermiston Hinkle Rd	US 395	Reconstruct Feedville Rd to urban collector standards between Hermiston Hinkle Rd and US 395 with a new adjacent multi-use trail.	High
R-59	Kelli Boulevard	Feedville Rd	UGB Boundary	Extend Kelli Blvd south of Feedville Rd to the UGB boundary with new buffered sidewalks.	Medium
R-60	Ott Road	Feedville Rd	UGB Boundary	Reconstruct Ott Rd to urban collector standards between Feedville Rd and the UGB boundary.	Medium



- New Roadways/ Extensions
- Project on Existing Roadway
- Hospital
- Airport
- Secondary School
- Primary School
- Private School
- Railroad
- Park
- Hermiston City Limits
- Urban Growth Boundary (Study Area)
- UGB Expansion

Figure 1

Roadway Projects

KITTELSON & ASSOCIATES

Intersection Projects

Intersection projects are intended to improve safety, access, and overall operations across Hermiston's transportation network. These projects include upgrading traffic control, adding turn lanes, making alignment changes that reduce conflict points and create a more predictable experience for all users, and adding features intended to improve safety performance by reducing or controlling conflicts or improving visibility.

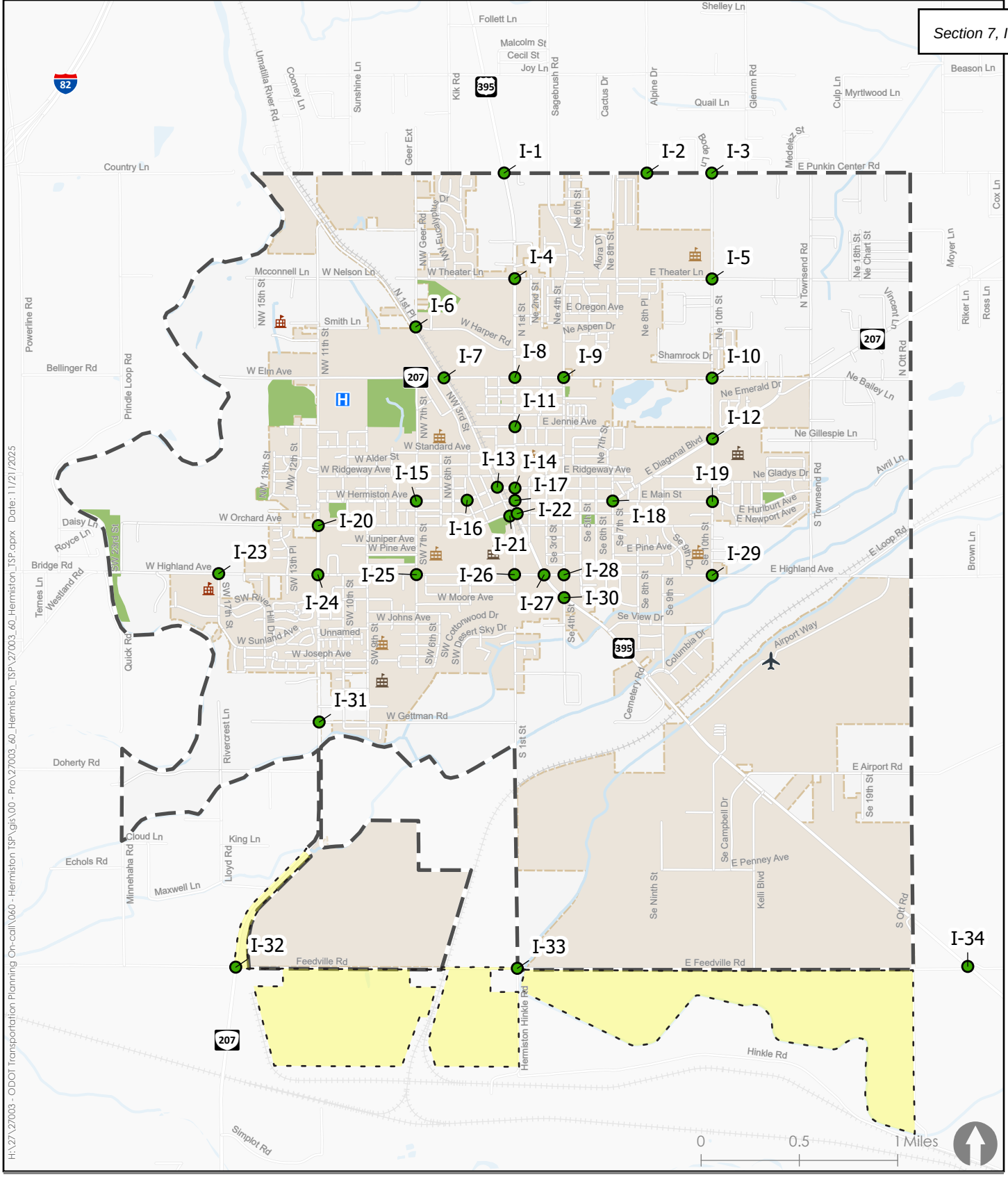
The intersection alternatives included in this plan are intended to improve safety and support future growth as travel patterns continue to evolve. They work together with roadway, pedestrian, bicycle, and transit improvements to create safer and more reliable connections throughout the transportation system. Table 2 describes the proposed intersection projects and Figure 2 illustrates their locations.

Table 2 Intersection Projects

Project Number	Intersection	Project Description	Priority
I-1	US 395/Punkin Center	ODOT is in the process of removing the existing traffic signal and installing a roundabout to improve safety.	Programmed
I-2	E Punkin Center/Alpine Drive	Upgrade to high visibility (flashing) stop signs.	Medium
I-3	Punkin Center Road/ NE 10th Street	Add turn lanes, ADA compliant curb ramps, and enhanced signage.	High
I-4	US 395/ Theater Lane	Upgrade all intersection left tun approaches to protected/permissive phasing with flashing yellow arrows. Manage driveway access near intersection approaches.	High
I-5	Theater Lane/ NE 10th Street	Add turn lanes, ADA compliant curb ramps, and enhanced signage.	Medium
I-6	Harper/Geer/1st	Realign intersection of Harper, Geer, and 1st Pl. This project is currently under design.	Programmed
I-7	OR 207/1st Place	Add a southbound right turn lane. Convert OR 207 left-turn movements to protected only or add time of day restrictions to permissive movements.	Medium
I-8	US 395/ OR 207	Add right turn lanes. Add leading pedestrian interval and time of day restriction to permissive left turns. Formalize two stage left turn (bike box).	Medium
I-9	OR 207/ NE 4th Street	Add protected permissive phasing with flashing yellow arrows to the left-turn movements and then adding ped call restrictions to the permissive LT phase and formalize two stage left turn (bike box).	High
I-10	OR 207 & 10th Street	This is a two-phase project. Phase One includes safety improvements: high visibility stop signs, speed feedback signs, RRFBs, reduced speed limit). Phase Two installs a roundabout or traffic signal.	High
I-11	US 395 & Jennie Avenue	Add leading pedestrian intervals, widening to add left turn lanes on both Jennie Ave approaches, add protected/permissive phasing to dedicated left turn lanes, add hardened centerlines, add bulbouts, and new ADA ramps.	High

Project Number	Intersection	Project Description	Priority
I-12	E Diagonal Boulevard/NE 10th Street	Construct a traffic signal/roundabout.	Medium
I-13	Hermiston Avenue/ 1st Place	Coordinate intersection operations with US 395/ Hermiston Intersection, add protected/permissive phasing with flashing yellow arrows to all left turn movements. Additional improvements are being evaluated as part of an alternatives analysis.	Medium
I-14	US 395/Gladys Avenue	[TBD] An alternatives analysis is being completed for this intersection as part of this TSP update. Findings and project details will be shared after that analysis.	TBD
I-15	SW 7th Street/ W Hermiston Avenue	Convert intersection to all-way stop-control.	Medium
I-16	Hermiston Avenue & SW 4th Street	Restrict the intersection to right-in-right-out or remove parking on Hermiston Ave near the intersection and add westbound left and eastbound left turn pockets to reduce rear end crashes.	Medium
I-17	US 395/Main Street	[TBD] An alternatives analysis is being completed for this intersection as part of this TSP update. Findings and project details will be shared after that analysis.	TBD
I-18	7th Street/Main Street	Construct a traffic signal/roundabout. Upgrade to ADA compliant pedestrian curb ramps.	Medium
I-19	Main St/10th Street	Add curb bulb outs and RRFBs across Main Street. Formalize on-street parking restrictions (signage and curb paint) at intersection approaches to maintain sightlines.	High
I-20	OR 207/W Orchard Avenue	Add left turn lanes on both Orchard approaches with protective permissive phasing (flashing yellow arrow). Additionally, formalize two stage left turn (bike boxes) on all approaches.	Medium
I-21	S 1st Street/W Orchard Avenue	[TBD] An alternatives analysis is being completed for this intersection as part of this TSP update. Findings and project details will be shared after that analysis.	TBD
I-22	US 395/Orchard Street	[TBD] An alternatives analysis is being completed for this intersection as part of this TSP update. Findings and project details will be shared after that analysis.	TBD

Project Number	Intersection	Project Description	Priority
I-23	Highland/17th Street	Construct curb bulbouts to slow right turning vehicles from Highland, stripe high visibility crosswalk across 17th Street approach.	High
I-24	OR 207/Highland Avenue	Extend SBR turn lane storage. Rebuild curb ramps for ADA compliance.	Medium
I-25	SW 7th Street/W Highland Avenue	Construct a traffic signal/roundabout.	Medium
I-26	S 1st Place/Highland Avenue	In the short term, add hardened centerlines, increased signage & striping, new crossing locations, and crossing guards during school drop off and pick-ups. In the long term, construct a traffic signal/roundabout.	Medium
I-27	US 395/Highland Avenue	Add pedestrian call permissive left turn restrictions, add leading pedestrian intervals, formalize two stage left turn (bike box), and add signage and striping indicating bikes share the road at Highland Ave approaches.	High
I-28	SE 4th Street/E Highland Avenue	Construct a traffic signal/roundabout.	Medium
I-29	E Highland Avenue & SE 10th Street	Construct a roundabout or convert the intersection to high visibility all way stop control.	Medium
I-30	US 395/SE 4th Street	Add leading pedestrian interval and time of day restricting to permissive left turns. Formalize two stage left turn (bike box).	Medium
I-31	OR 207/Gettman Road	Add intersection lighting.	Medium
I-32	Feedville Road/OR 207	Construct a traffic signal/roundabout.	High
I-33	Feedville Road/ Hermiston Hinkle Road	Add dedicated left turn lanes on all intersection approaches.	Medium
I-34	US 395/Feedville Road	Construct a traffic signal/roundabout.	High



- Intersection Project
- Hospital
- Airport
- Secondary School
- Primary School
- Private School
- Water
- Park
- Hermiston City Limits
- Urban Growth Boundary(Study Area)
- Proposed UGB Expansion

Figure 2

Intersection Projects

ADDITIONAL PROJECT EVALUATIONS

The Context & Site Analysis Memorandum, meetings with City staff, and discussions with the TAC identified locations to conduct more detailed evaluations across alternatives or to preliminarily assess potential right-of-way (ROW) and built environment impacts. Evaluations have been conducted at:

- Alternatives:
  - NE 10th Street/Elm Avenue (207)
  - W Orchard Ave/S 1st Place
- ROW/built environment impacts:
  - W Highland Ave/SW 7th St
  - W Highland Ave/SE 4th St
  - E Main St/NE 7th St/Diagonal Blvd

These evaluations are high-level planning assessments. Further detailed engineering analyses will be needed to select final alternatives and determine actual impacts of projects.

NE 10th Street/Elm Avenue (OR 207) Intersection

The NE 10th St/Elm Ave intersection on a school walking route and was identified as a priority location in the Hermiston Safety Action Plan (SAP). The SAP contains a project that would enhance the existing crossing, increase stop sign visibility, expand the school zone, and explore lowering the posted speed limit on OR 207.

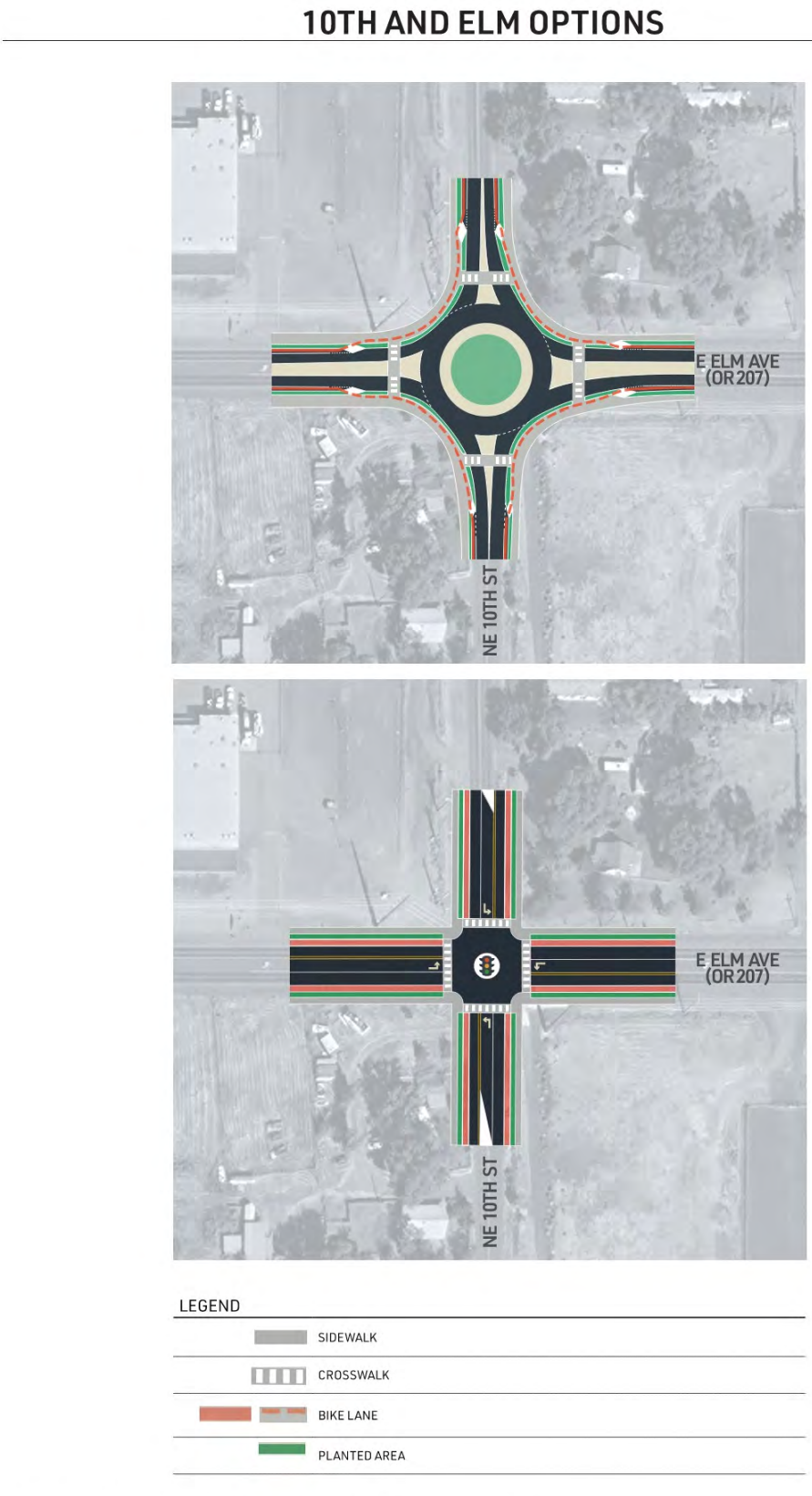
The intersection is also expected to see a significant increase in traffic volumes as development occurs in the surrounding area. The analysis completed for the *Context & Site Analysis Memorandum* found that the intersection will not have adequate capacity for the NE 10th Street approaches by the year 2045 using the City's growth projections.

Given these findings, the City is interested in upgrading the traffic control at this intersection to a traffic signal or a single-lane roundabout. Figure 3 displays preliminary concepts for these alternatives. The intersection would be expected to meet its mobility targets under either configuration (traffic signal v/c of 0.64 and roundabout v/c of 0.67). Operations reports are contained in **Attachment A.** A planning-level traffic signal warrant analysis using these same year 2045 traffic volumes found that volume based warrants are note forecast to be met using the 100% warrants (OR 207 is signed at 40 MPH, right at the limit of the 100% warrants). Per current ODOT policy, signal warrants must be met before a signal will be installed on the state system. Further engineering study will be needed at the time a project is to be developed to determine whether signal warrants are met. **Attachment A** contains the preliminary signal warrant analysis.

Both types of intersection control will require additional right-of-way, with a roundabout requiring more right-of-way than a traffic signal.

In addition to completing a more detailed intersection control evaluation, including a full signal warrant analysis, selection of a preferred alternative should consider what changes may occur to traffic control at the Diagonal Boulevard/OR 207 and Townsend Road/OR 207 intersections and whether there is a desire for consistent traffic control along this stretch of OR 207.

Figure 3 NE 10th Street and OR 207 (Elm Avenue) Alternatives (Source: Urbsworks)



W Orchard Ave/S 1st Pl Intersection

The Orchard Ave/1st Place has been a known point of congestion since it was identified for a project in the 1996 TSP. As described in the *Context & Site Analysis Memorandum,* the intersection fails to meet operational standards today.

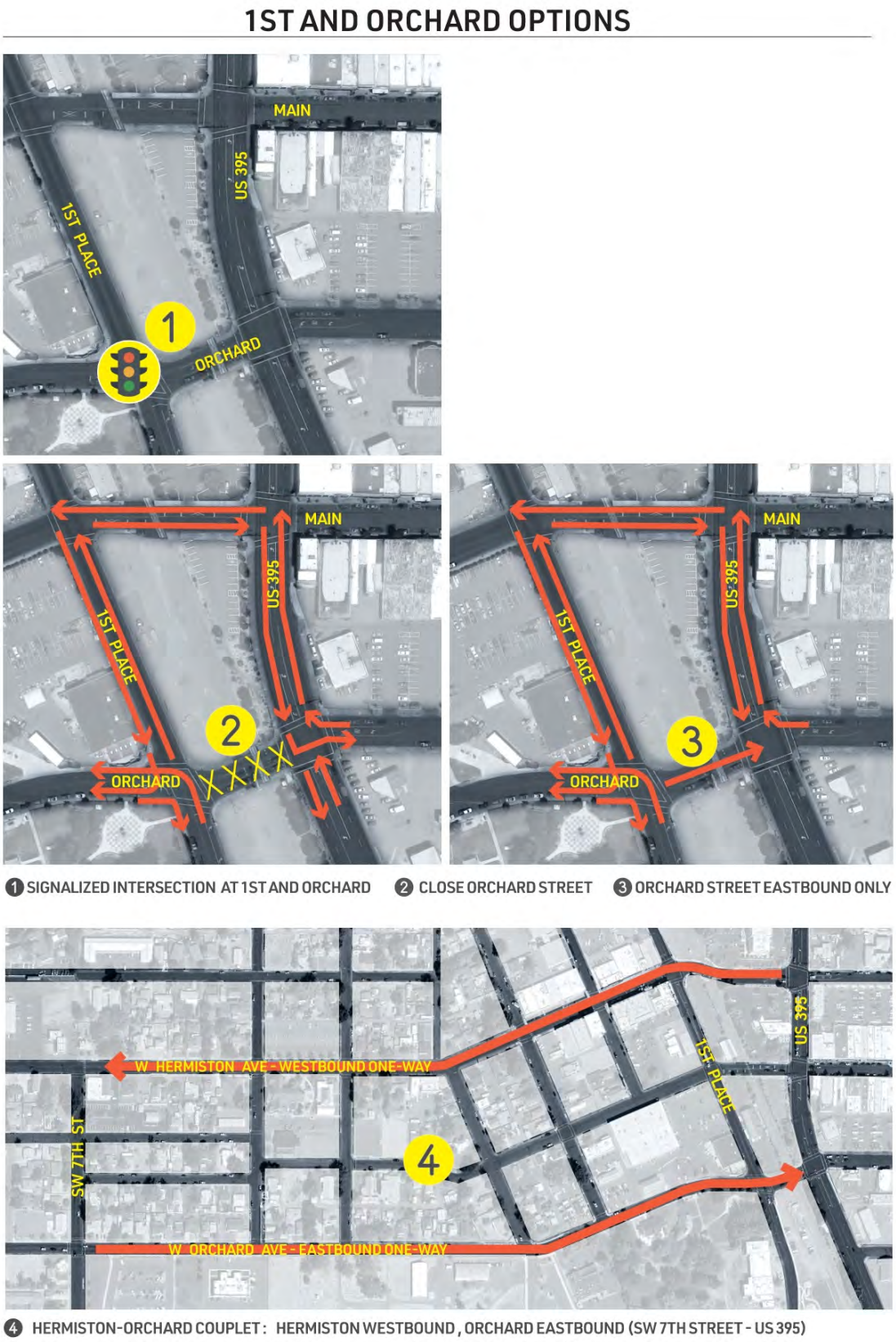
City staff have expressed interest in exploring solutions that not only consider this intersection, but the surrounding network. There are six closely spaced intersections (three intersections on 1st Place and three intersections on US 395) in the vicinity. A change to one of these intersections may affect the other five intersections. As such, four alternatives were developed to improve operations at this intersection. Those alternatives are visualized in Figure 4 and described below:

- **Alternative #1 (Signalize Orchard Ave/ 1st Pl Intersection**):
    - Benefits:
        - Operational improvements that can be used to clear queues from Orchard Avenue when a train is approaching.
        - Signal would need to be coordinated with the US 395 signal and with railroad crossing to the east.
        - Standard intersection treatment that will be easily understood.
        - No impacts on travel patterns or access.
        - Likely only minor right-of-way impacts.
    - Considerations:
        - Operational improvements that can be used to clear queues from Orchard Avenue when a train is approaching, however, intersection operations may still struggle to meet standards.
        - Limited storage space for vehicles to stack between 1st Place and US 395.
- **Alternative #2 (Close Orchard Avenue Between 1st Place and US 395)**:
    - Benefits:
        - Fewer conflict points at the Orchard Ave/1st Place and Orchard Ave/US 395 intersections.
        - Removes the potential for queues on Orchard Avenue to interfere with operations at the Orchard Ave/1st Place and Orchard Ave/US 395 intersections.
    - Considerations:
        - Will result in out-of-direction travel.
        - Will add traffic volumes to Locust Avenue and Hermiston Avenue. Further study of their intersections with 1st Place and US 395 will be required to determine what changes may be needed at these intersections to accommodate the additional volume.
- **Alternative #3 (Restrict Orchard Avenue to Only Eastbound Traffic between 1st Place and US 395)**:
    - Benefits:
        - Fewer conflict points at the Orchard Ave/1st Place and Orchard Ave/US 395 intersections.
        - Removes the potential for queues on Orchard Avenue to interfere with operations at the Orchard Ave/US 395 intersection.
        - Eastbound traffic can continue to directly access US 395 and downtown Hermiston, resulting in less out-of-direction travel than Alternative #2.

- Considerations:
  - Will result in out-of-direction travel for westbound traffic.
  - Will add traffic volumes to Locust Avenue and Hermiston Avenue. Further study of their intersections with 1st Place and US 395 will be required to determine what changes may be needed at these intersections to accommodate the additional volume.

- **Alternative #4 (Convert Hermiston Avenue and Orchard Avenue into a One-Way Couplet)**:
  - Benefits:
    - Fewer conflict points along each corridor.
    - Removes the potential for queues on Orchard Avenue to interfere with operations at the Orchard Ave/US 395 intersection and for queues on Hermiston Avenue to interfere with operations at the Hermiston Ave/1st Pl intersection.
    - One-way streets could potentially be reduced to one travel lane with the extra space repurposed for other uses.
  - Considerations:
    - Significantly changes travel patterns in this section of Hermiston and require more detailed analyses and public outreach.
    - Will result in out-of-direction travel.
    - May require speed management techniques to maintain desired speeds along the couplet.
    - Potentially the most expensive alternative.

Figure 4 1st Place and Orchard Avenue Alternatives (Source: Urbsworks)



Highland Avenue Roundabout Concepts

Highland Avenue is an increasingly important east/west connection in Hermiston as development occurs in southern Hermiston. The intersections with SW 7th Street and SE 4th Street are not expected to meet the City's operational target by the year 2045. The recently adopted Safety Action Plan and ODOT's safety analysis for the TSP identified Highland Ave/SW 7th St as a priority for safety-focused improvements. Previously the 1996 TSP identified the need for a future traffic signal at Highland Ave/SE 4th St. The SAP also identified the sections of Highland Avenue and SE 4th Street through this intersection as being on the High-Injury Network.

Based on these findings, the City requested the project team explore the potential for roundabouts at these intersections. This was completed by evaluating the potential right-of-way (ROW) impacts of single-lane roundabouts of varying sizes. This was accomplished by drawing out potential inscribed circle diameters (ICDs) and then adding in the space necessary for a shared-use path and buffer space around the roundabout. The ICD sizes were taken from typical ranges provided in *NCHRP Research Report 1043: Guide for Roundabouts* (Reference 1) for single lane and compact roundabouts. Outside the ICD, there is assumed to be a four feet wide buffer and a ten feet wide shared-use path. Further engineering would be needed to determine the exact size of each roundabout, as well as the space needed to accommodate each approach.

Attachment B includes the concepts for the two intersections. Overall, roundabouts could potentially fit at both locations without impacting structures; though some amount of ROW would likely be needed. The following summarizes the results of this evaluation for each intersection:

- Highland Ave/SE 4th St:
  - A standard single lane roundabout with a 90-feet ICD would likely have ROW impacts on all four corners. However, it may not impact any structures.
  - A compact roundabout with a 70-feet ICD may only have limited ROW impacts on three corners and is not likely to impact any structures.
- Highland Ave/SW 7th St:
  - A standard single lane roundabout with a 90-feet ICD would likely have ROW impacts on all four corners and it may impact a structure on one corner.
  - A compact roundabout with a 70-feet ICD may only have limited ROW impacts on all four corners and is not likely to impact any structures.

E Main St/NE 7th St/Diagonal Blvd Roundabout Concepts

The E Main ST/NE 7th St/Diagonal Blvd intersection has five legs. The intersection is expected to see increasing traffic volumes as growth occurs in northeast Hermiston. Therefore, City staff requested the project team also evaluate the potential for a roundabout at this intersection. This evaluation was completed similarly to the Highland Avenue intersections evaluation described in the preceding section.

Three concepts were evaluated at this intersection. **Attachment C** contains the concepts. Overall, a roundabout could potentially be constructed at this location without impacting existing buildings; however, to avoid impacting existing buildings, there would likely need to be some road realignment completed to convert the intersection into a four-leg intersection. The following summarizes the concepts evaluated and the results:

- Maintaining 5-legs into a single roundabout
  - Would require a large ICD to accommodate 5 legs and would likely impact ROW on four corners and a structure on one corner.
- 4-leg roundabout shifted east
  - Would remove the SE 7th Street approach from the intersection, though it could potentially be retained as right-in/right-out access onto E Main Street.
  - Would likely impact ROW on two parcels, but may be able to avoid structure impacts.
- Oval shaped roundabout on current intersection
  - Would require realigning E Main Street into Diagonal Boulevard east of the intersection, or potentially realigning Diagonal Boulevard into E Main Street
  - Would likely have limited ROW impacts to parcels on four corners of the intersection and more substantial impacts where E Main Street is realigned
  - Would likely avoid impacting existing structures

Functional Classification Changes

Roadway functional classifications organize streets based on their role in the transportation system. The classifications define a street by their intended mobility and access control as they relate to land use. They designate desired street characteristics such as operational and design characteristics, pavement width, driveway (access) spacing requirements, and context-appropriate pedestrian and bicycle facilities.

LOCAL CLASSIFICATIONS

The City of Hermiston uses four roadway classifications: Arterials, Collectors, Local streets, and Private streets. Descriptions for each classification is below:

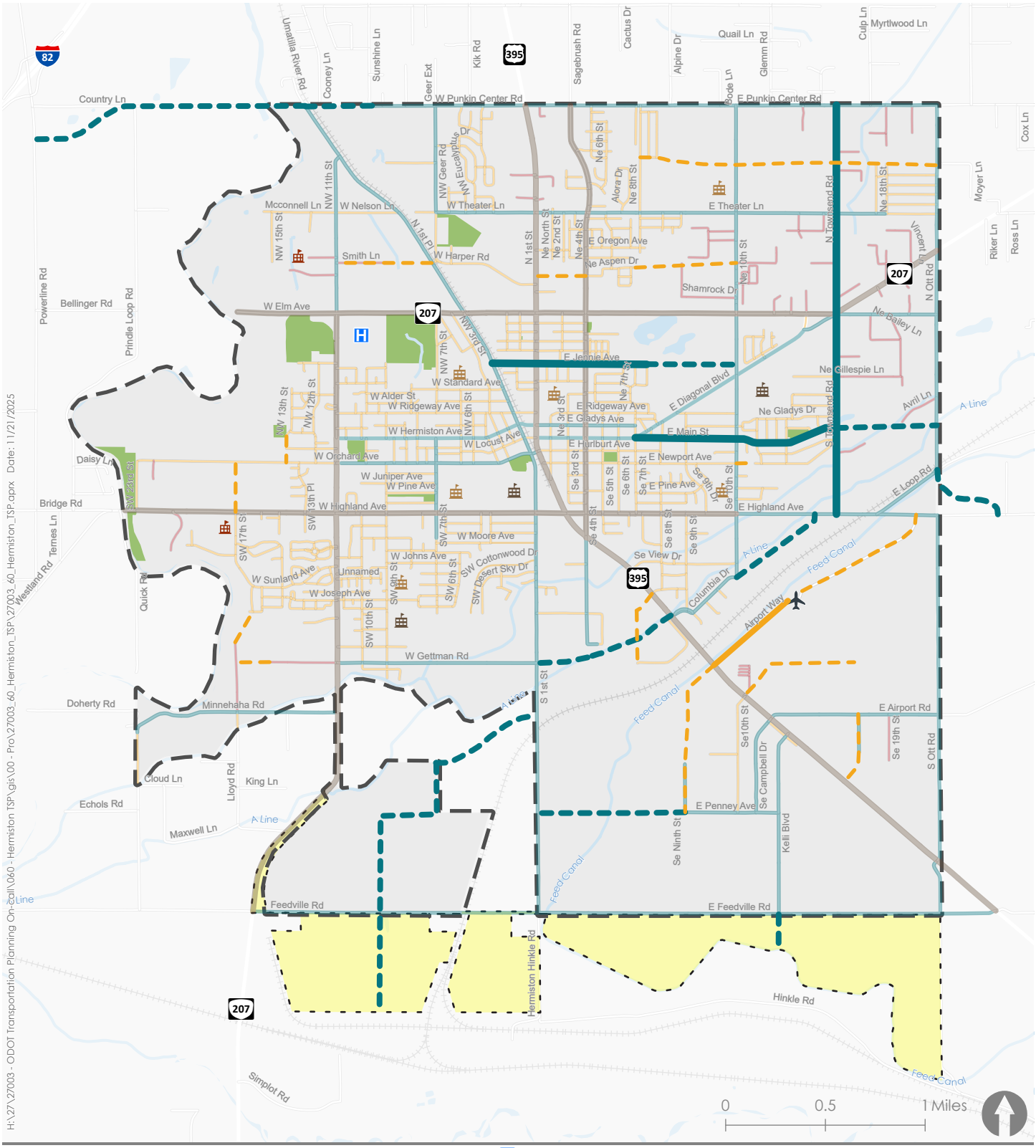
- **Arterials** are major roadways designed primarily to facilitate traffic flow into and out of urban areas. While arterials may provide access to adjacent properties, their primary function is to accommodate major traffic movements. Their traffic volumes and speeds (usually 35 mph or greater) may require the separation of people walking and biking from motor vehicles to be comfortable for users.
- **Collectors** connect arterials with the local street network. Collectors gather traffic from local streets and sometimes provide direct land access, channeling it toward arterial roads. They are generally shorter than arterials and operate at moderate speeds.
- **Local Streets** are primarily intended to provide access to abutting land uses. Local streets offer the lowest level of mobility and consequently tend to be short, low-speed facilities (25 mph or lower). As such, local streets typically primarily serve passenger cars, pedestrians, and bicyclists; and heavy truck traffic is discouraged, except for local deliveries. On-street parking is common, and sidewalks are typically present.
- **Private Streets** provide direct access to developments. The maintenance and regulation of street-use is controlled by the roadway owner.

Recommended Hermiston Functional Classification Changes

Functional classification designations align the design of a roadway with its intended function. Based on a review of the existing Hermiston functional classification system, the following opportunities have been identified to better align the classifications with the intended use of the roadway as well as to better algin the roadway with existing and future development patterns. Recommended changes to current classifications are summarized in Table 3 and Figure 5.

Table 3 Recommended Hermiston Functional Classification Changes

Street Segment	City Classification		Rationale for Change
	Current	Proposed	
Townsend Road	Local	Collector	Connecting Townsend Road through OR 207 makes it a complete north/south connection in the eastern portion of the city.
Jennie Avenue	Local	Collector	Jennie Avenue's east extension would make it a significant east/west connection in the city.
Main Street	Local	Collector	Main Street's east extension to Ott Road would make it a significant east/west connection in the city.
Airport Way	Collector	Local	City staff requested this change as the plans for it have changed and reduce its planned role in the system.



Proposed Change to Existing Functional Classification

- Collector
- Local

Classification of Proposed New Roadway/Extension Projects

- Collector
- Local

Existing Functional Classification

- Arterial
- Collector
- Local
- Private

- Hospital
- Airport
- Secondary School
- Primary School
- Private School
- Water
- Hermiston City Limits
- Park
- Urban Growth Boundary (Study Area)
- UGB Expansion

Figure 5

Recommended Functional Classification Changes

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FEDERAL CLASSIFICATIONS

The Federal Highway Administration (FHWA) classifies key urban and rural roads as Interstates, Other Freeways and Expressways, Other Principal Arterials, Minor Arterials, Major and Minor Collectors, or Local Roads. All public roadways within the UGB are federally designated as urban roadways.

The federal classifications relevant to the Hermiston UGB and their FHWA definitions[1] are described below:

- **Other Principal Arterials** serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Unlike their access-controlled counterparts, abutting land uses can be served directly. US 395 is the only Other Principal Arterial in the UGB.
- **Minor Arterials** provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. In an urban context, they interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes. OR 207 and portions of NE 4th Street and Highland Avenue are Minor Arterials in the UGB.
- **Collectors** serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network.
- **Local Roads** are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land.

The FHWA provides financial assistance for roadways through the Federal-aid Highway Program. The FHWA uses the Federal functional classification system to determine eligibility for funding under the Federal-aid Highway Program, which provides financial assistance for construction, maintenance, and operations of local and state roadways. The functional classifications eligible for the Program include urban minor collectors, major collectors, minor arterials, principal arterials, and interstates. As identified in the *Context and Site Analysis Memorandum*, several FHWA classifications are not in alignment with the city's. Table 4 highlights where these conflicts exist and shades the cells where it is recommended that the city work with FHWA to update their classifications, bringing them in alignment with the city's vision of the transportation network.

[1] Federal Highway Administration. February 2023. Highway Functional Classification Concepts, Criteria, and Procedures. https://www.fhwa.dot.gov/planning/processes/statewide/related/hwy-functional-classification-2023.pdf

Table 4 Streets with Conflicting Functional Classification Designations

Street	Extents	FHWA Classification	City Classification (Recommended)[1]
NE 4th Street	OR 207 to US 395	Collector	Arterial
NW 7th Street	OR 207 to W Ridgeway Avenue	Collector	Local
Jennie Avenue	N 1st Place to NE 8th Place	Collector	Local (Collector)
NE 7th Street	Jennie Avenue to Highland Avenue	Collector	Local
W Ridgeway Avenue	OR 207 to N 1st Place	Collector	Local
E Hurlbert Avenue	US 395 to SE 8th Street	Collector	Local
SE 4th Street	US 395 to Christiansen Lp	Local	Collector
Columbia Drive	Highland Drive to US 395	Local	Collector
Airport Way	US 395 to Airport	Local	Collector (Local)
E Penney Avenue	SE 9th Street to Kelli Boulevard	Local	Collector
SE Campbell Drive	E Penney Avenue to US 395	Local	Collector
E Airport Road	US 395 to Ott Road	Local	Collector

Blue cells indicate where the city should evaluate updating their classifications to match FHWA's and Grey shaded cells indicate where the city should work with FHWA to update their classifications to match the city's.

[1]Reccomended classifications shown in parentheses refer to the proposed changes in identified in Table 3.

Programs and Plans

In addition to identifying potential projects, the project team also identified potential programs and plans to support the transportation system based on input from City staff and the project team's review of the City's street sections. Through the TSP update process, the following programs and plans were identified:

- Increase residential setbacks where driveways are expected so that personal vehicles parked in driveways do not block the sidewalk.
- Evaluate development standards to improve street connectivity as new development occurs.
- Pilot test permeable pavement materials for on-street parking and update code to allow these materials if successful.
- Update standard street cross-sections to include:
  - Pathways or separated bike lanes on arterials
  - Provide flexibility in travel lane widths on arterials
  - Add a sidewalk buffer to arterials in the Central Business District

ACTIVE TRANSPORTATION SYSTEM

Active transportation projects that promote a safe, efficient, and connected active transportation network for people walking, biking, and rolling. Treatments include sidewalks, multi-use paths, and bicycle lanes.

Projects are organized into Pedestrian and Bicycle categories and are described in the sections that follow. Pedestrian alternatives focus on new sidewalks and sidewalk infill along city streets, while bicycle alternatives include multi-use paths and on-street bicycle lanes. Together, these improvements enhance the multimodal transportation system and support more walking and biking consistent with the goals of the TSP Update.

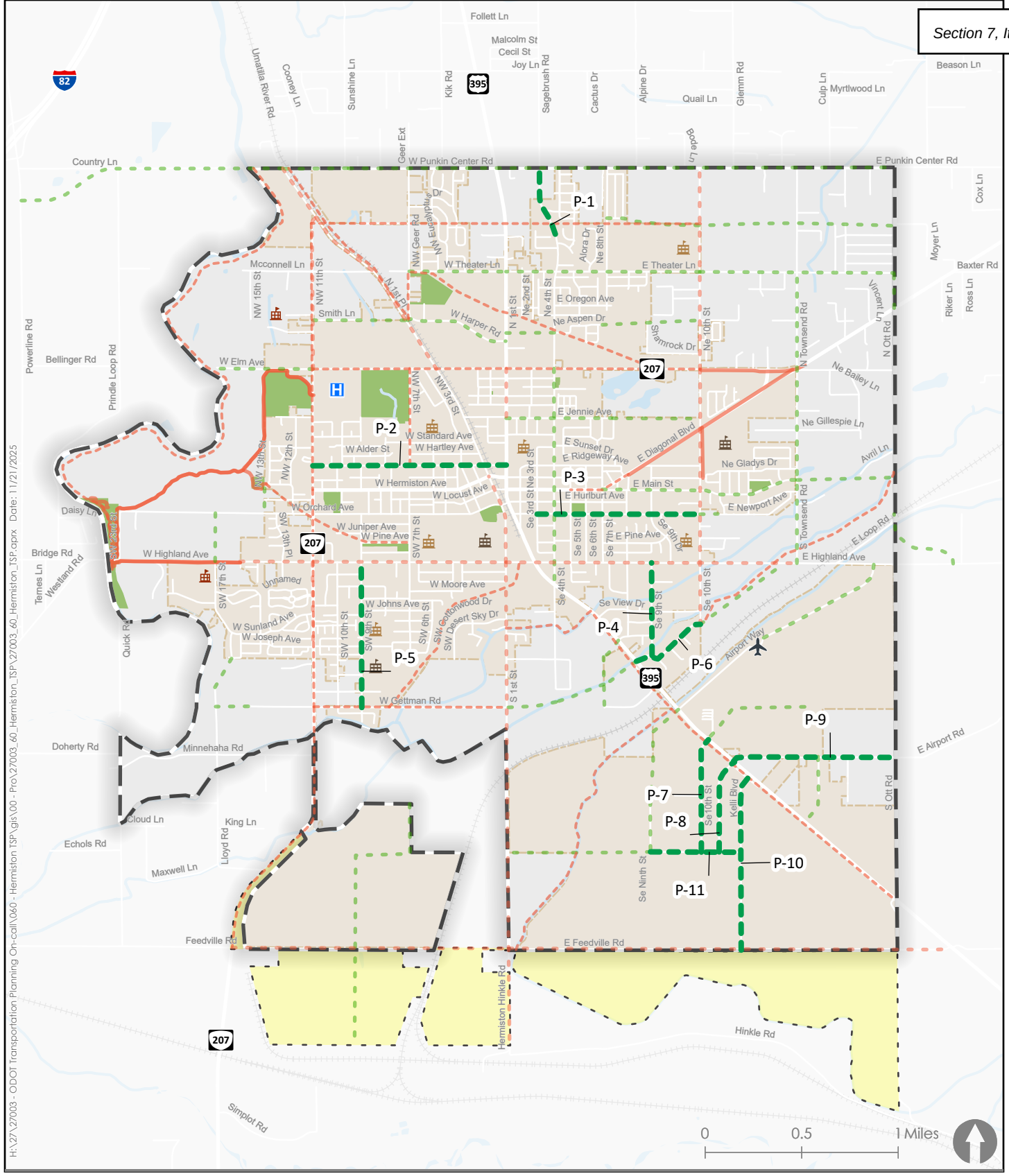
Walking and Rolling Projects

Pedestrian system projects focus on filling in sidewalk gaps along key corridors. These improvements strengthen access to destinations and support a more comfortable environment for people walking and rolling.

Table 5 identifies the proposed pedestrian-specific projects and Figure 6 shows their locations. Priorities at this stage reflect most evaluation criteria. They will be updated to later reflect all criteria as more data is made available, as well as input from the project team, advisory committee, and community. The table only includes stand-alone sidewalk projects. As noted in the previous section, several of the roadway and intersection projects also include sidewalk, crossing, or accessibility related elements that would improve the pedestrian network. Trail projects, discussed in the following section, would also expand the walking network in Hermiston. Figure 6 shows these roadway and trail projects, as well as the pedestrian-specific projects, providing a comprehensive look at the proposed pedestrian network.

Table 5 Pedestrian Projects

Project Number	Roadway Segment	Start	End	Project Description	Priority
P-1	NE 4th Street	Punkin Center Road	E Francolin Avenue	Fill in sidewalk gaps along the length of the corridor.	Medium
P-2	Ridegeway Avenue	OR 207	US 395	Fill in sidewalk gaps along the length of the corridor.	Medium
P-3	Newport Avenue	NE 3rd Street	SE 10th Street	Fill in sidewalk gaps along the length of the corridor.	Medium
P-4	SE 9th Street	Port Drive	Highland Avenue	Fill in sidewalk gaps along the length of the corridor.	Medium
P-5	SW 9th Street	Highland Avenue	Gettman Road	Fill in sidewalk gaps along the length of the corridor.	Medium
P-6	Columbia Avenue	US 395	SE 10th Street	Fill in sidewalk gaps along the length of the corridor.	Medium
P-7	SE 10th Street	US 395	E Penney Avenue	Fill in sidewalk gaps along the length of the corridor.	Medium
P-8	SE Campbell Road	US 395	Penney Avenue	Fill in sidewalk gaps along the length of the corridor.	Medium
P-9	Airport Road	US 395	Ott Road	Fill in sidewalk gaps along the length of the corridor.	Medium
P-10	Kelli Boulevard	US 395	Feedville Road	Fill in sidewalk gaps along the length of the corridor.	Medium
P-11	Penney Avenue	SE 9th St	US 395	Fill in sidewalk gaps along the length of the corridor.	Medium



- Fill Sidewalk Gaps
- Multi-Use Trail Projects

Roadway Projects With Pedestrian Improvements

- Fill Sidewalk Gaps/ New Sidewalks
- Multi-Use Trail

- Existing Multi-use Trails
- Hospital
- Airport
- Private School
- Secondary School
- Primary School
- Water
- Park
- Hermiston City Limits
- Urban Growth Boundary (Study Area)
- UGB Expansion

Figure 6

Pedestrian Projects

KITTELSON & ASSOCIATES

Biking and Trail Projects

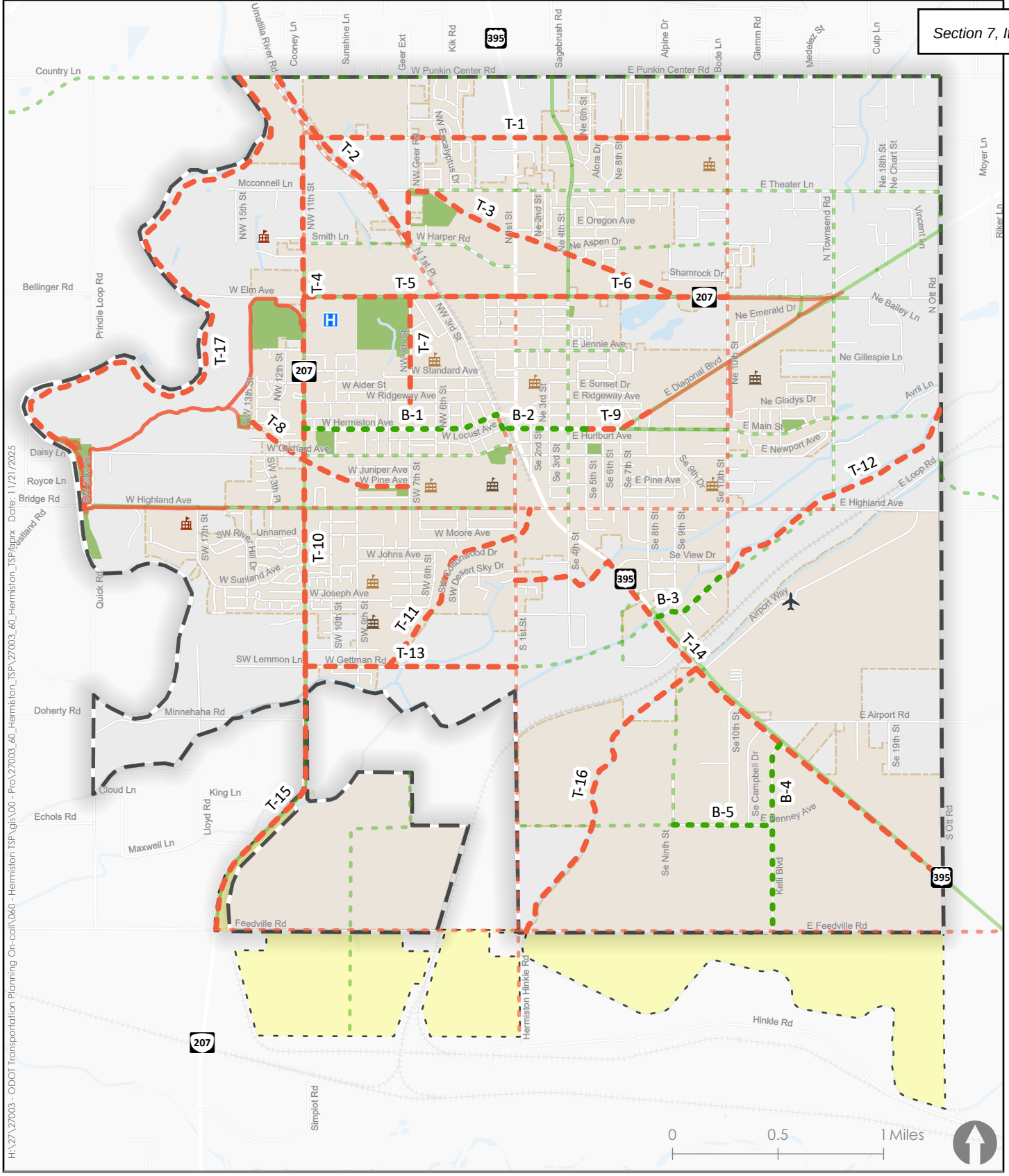
Bicycle system projects focus on multi-use paths and on-street bicycle lanes that improve comfort, connectivity, and access for people riding bikes. These improvements expand low-stress options, strengthen links between key destinations, and support a safer, more convenient environment for riders of all ages and abilities. Recently completed city projects like the Hermiston Parks, Recreation and Open Spaces Master Plan (HPROS) have begun to define the development of the trail network, built upon by this TSP.

Table 6 identifies the proposed bicycle projects. Priorities at this stage reflect most evaluation criteria. They will be updated to later reflect all criteria as more data is made available, as well as input from the project team, advisory committee, and community. Figure 7 illustrates the recommended bicycle improvement locations, including facilities that would be constructed as part of roadway segment projects.

Table 6 Bicycle and Trail Projects

Bicycle Projects					
Project Number	**Roadway Segment**	**Start**	**End**	**Project Description**	**Priority**
B-1	Hermiston Avenue	OR 207	S 1st Pl	Construct new on-street bike lanes.	Medium
B-2	Main Street	1st Pl	NE 5th St	Construct new on-street bike lanes.	Medium
B-3	Columbia Avenue	US 395	SE 10th St	Construct new on-street bike lanes.	Medium
B-4	Kelli Boulevard	US 395	Kelli Blvd	Construct new on-street bike lanes.	Medium
B-5	Penney Avenue	SE 9th St	US 395	Construct new on-street bike lanes.	Medium
Trail Projects					
Project Number	**Roadway Segment**	**Start**	**End**	**Project Description**	**Priority**
T-1	N/A	N 1st Pl	NE 10th St	Construct a multi-use trail along a new right of way from N 1st Place to NE 10th St to provide bike/ped connection for new development. From HPROS Plan.	Low
T-2	Union Pacific Railroad	W Punkin Center Rd	Harper Rd	Construct a multi-use trail along the Union Pacific Railroad right-of way as part of the Umatilla River Trail (2022 Alternative 2).	Low
T-3	Hermiston Ditch	NW Geer Rd	OR 207	Construct a multi-use trail along the Hermiston Ditch to connect with existing trail along NE 10th St. From HPROS Plan.	Low
T-4	OR 207	Hermiston Ave	N 1st Pl	Construct a multi-use trail along OR 207. From HPROS Plan.	Low
T-5	OR 207	Elm Ave	US 395	Construct a multi-use trail along OR 207.	Medium

T-6	OR 207	US 395	NE 10th St	Construct a multi-use trail along OR 207 on the south side tying into the segment to the east.	Medium
T-7	NW 7th Street	OR 207	Ridgeway Ave	Construct a multi-use trail along NW 7th St. This area has a school, multiple parks, and playgrounds along the segment.	Medium
T-8	Unnamed Ditch/ Stream	NW 13th St	SW 7th St	Construct a multi-use trail along stream/ditch and Belt Park right-of-way to connect with existing Volunteer Park Trail. From HPROS Plan.	Low
T-9	E Diagonal Blvd/E Main St	SE 5th St	NE 8th St	Construct a multi-use trail to connect existing Diagonal Blvd trail to downtown & bike lane project on Main Street. From HPROS Plan.	Medium
T-10	OR 207	Hermiston Ave	Gettman Rd	Construct a multi-use trail along OR 207. From HPROS Plan.	Low
T-11	Union Pacific Railroad	Gettman Rd	Highland Ave	Construct a multi-use trail along the Union Pacific Railroad right-of-way. From HPROS Plan.	Low
T-12	A Line Canal	SE10th St	Ott Road	Construct a multi-use trail along the A-Line Canal to provide multimodal connections between three collectors on the city's east side.	Low
T-13	W Gettman Rd	OR 207	Hermiston Hinkle Rd	Construct a multi-use trail along W Gettman Rd to provide bike/ped connection for new development. From HPROS Plan.	Medium
T-14	US 395	Hermiston Hinkle Rd	UGB boundary	Construct a multi-use trail as part of the Umatilla River Trail (2022 Alternative 4) to connect with future S 1st St with future trail along railroad right of way (2022 Alternative 2).	Low
T-15	SW 11th St (OR 207)	W Gettman Rd	Feedville Rd	Construct a multi-use trail along SW 11st St to provide bike/ped connection for new development in southern Hermiston.	Medium
T-16	Feed Canal	Feedville Road	US 395	Construct a multi-use trail along the Feed canal to provide bike/ped connection for new development in southern Hermiston.	Low
T-17	Umatilla River	W Punkin Center Rd	W Highland Ave	Construct a multi-use trail following the Umatilla River, connecting to the existing Oxbow Trail. From HPROS Plan.	Medium



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- New Bike Lanes
- Multi-Use Trail

Roadway Projects with Bicycle Improvements

- On-Street Bike Lane
- Multi-Use Trail

Existing Bicycle Facilities

- Bike Lane / Roadway Shoulder
- Multi-Use Trails

- Hospital
- Airport
- Secondary School
- Primary School
- Private School
- Railroad
- Park
- Hermiston City Limits
- Urban Growth Boundary (Study Area)
- UGB Expansion

Figure 7

Bicycle and Trail Projects

KITTELSON & ASSOCIATES

Programs and Plans

In addition to identifying potential projects, the project team also identified potential programs and plans to support the transportation system based on input from City staff and the project team's review of the City's street sections. Through the TSP update process, the following programs and plans were identified:

- Update standard street cross-sections as noted under the Roadway System section.
- Develop and implement a process for filling in sidewalk gaps and enhancing crossings along walking routes to schools.

TRANSIT SYSTEM

Transit plays a critical role in providing mobility for Hermiston residents, particularly youth, seniors, and people who do not, or cannot, drive. Kayak Transit and Morrow County are the primary regional providers, offering free fixed-route service that connects Hermiston to surrounding communities in Northeastern Oregon and Southeastern Washington. Most bus stops in Hermiston lack amenities such as shelters, benches, signage, and accessible waiting areas. Enhancing these facilities would improve comfort, safety, and visibility for riders and strengthen transit's role within the broader multimodal network.

To better support regional transit operations and improve transfer opportunities, there is a growing need for a dedicated transit hub within the city. Several potential locations are being considered to identify the most convenient and effective site for riders and operators. Together, these system needs highlight opportunities to enhance transit access, improve user experience, and align with the goals of the TSP Update.

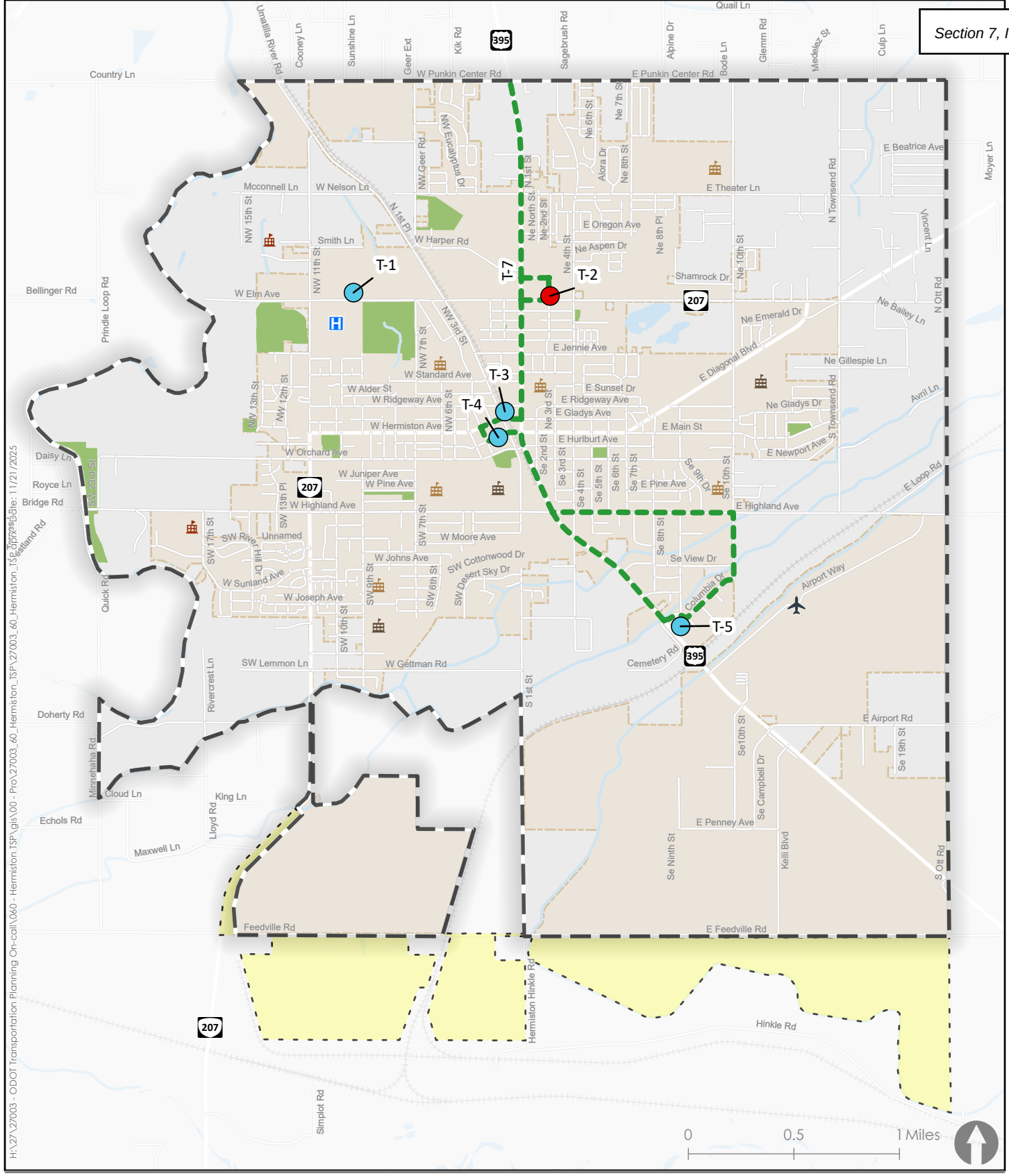
Transit Projects

Transit projects in this plan focus on improving service, facilities, and connectivity for riders. Projects include a new fixed-route connection, upgrades to existing bus stops, and potential sites for a future transit hub. These enhancements aim to increase comfort and accessibility at stops, strengthen regional linkages, and provide more reliable and convenient transit options within Hermiston.

The transit alternatives included in this plan are informed by recommendations from the 2023 Umatilla County Transit Development Plan and CTUIR's 2025 Hermiston–Tri Cities Route Study, both of which identify opportunities to expand service and improve multimodal access to transit. Table 7 and Figure 8 summarize the recommended projects, their priorities, and the locations where improvements would be implemented. Priorities at this stage reflect most evaluation criteria. They will be updated to later reflect all criteria as more data is made available, as well as input from the project team, advisory committee, and community.

Table 7 Transit Projects

Project Number	Location	Project Description	Priority
T-1	W Elm Ave across from Good Shepherd Health Care System	Alternate location for transit center on vacant land across from Good Shepherd Health Care System. (CTUIR Hermiston-Tri Cities Route Study)	Medium
T-2	Walmart	If not upgraded to transit center, improve bus stop amenities. May include shelters, benches, route information, and bike racks. (Umatilla County TDP)	Low
T-3	N 1st Place / Hermiston Avenue	Alternate location for transit center on UPRR right-of-way.	Low
T-4	W Locust Ave/SW 2nd St	Alternate location for transit center at existing bus stop. (CTUIR Hermiston-Tri Cities Route Study)	Low
T-5	US 395/Port Dr	Alternate location for transit center on vacant land near BMCC & Umatilla County Circuit Court. (CTUIR Hermiston-Tri Cities Route Study)	Medium
T-6	Hermiston - Tri Cities	Begin new transit service connecting Hermiston to Tri-Cities to improve accessibility to major employment clusters and regional transportation such as Amtrak and Tri-Cities Airport. (CTUIR Hermiston-Tri Cities Route)	Medium



- Potential Transit Center Location
- Bus Stop Improvements
- New Transit Route
- Hospital
- Airport
- Secondary School
- Primary School
- Private School
- Park
- Hermiston City Limits
- Urban Growth Boundary(Study Area)
- UGB Expansion

Figure 8

Transit Projects

Programs and Plans

In addition to identifying potential projects, the project team also identified potential programs and plans to support the transportation system based on input from City staff. Through the TSP update process, the following programs and plans were identified:

- Develop a program to prioritize and improve bus stops throughout the city.
- Maintain current taxi-based paratransit service and adapt as needed to evolving needs within the city.
- Continue to partner with Kayak for fixed-route public transit services.

RAIL SYSTEM

As noted in Technical Memorandum #2, there are several rail corridors that travel through Hermiston. Most rail lines intersecting developed, or developing, portions of the city see infrequent rail traffic. Given this, there are no specific rail projects identified for inclusion in the Hermiston TSP update.

However, several roadway or intersection projects involve roads crossing a rail line or affect proximate intersections. These projects will need to consider their impact on existing crossings and may result in upgraded crossing infrastructure. The roadway and intersection projects potentially affecting rail crossings are as follows:

- Roadway project (see Figure 1): R-2, R-12, R-32, R-35, R-50, and R-57
- Intersection projects (see Figure 2): I-6, I-7, I-13, I-14, I-17, I-21, I-22, I-26, I-27, and I-32

PIPELINE SYSTEM

As noted in Technical Memorandum #2, within Hermiston there is a four-inch diesel line to Hinkle Yard. The pipeline originates in the city of Umatilla to the north and proceeds along the east side of East 10th Street in Hermiston. In addition, natural gas in the area is supplied via a pipeline which runs northwest to southeast. This line crosses US 395 north of Hermiston and does not lie within the city limits. There are no pipeline projects within this TSP, but the city should continue to coordinate with pipeline operators if any projects or construction will impact, expose, or otherwise interfere with pipeline operations.

MODIFICATION OF PREVIOUS PLANNING DOCUMENTS

The proposed projects described in this memorandum will result in modifications or elimination of the following projects from the 1996 TSP, described in Table 8. The table only includes previously planned projects that have not been completed.

Table 8 Modifications to Previous Planning Documents

Planning Document	Previous Project ID (s)	Location	Original Project Description	Explanation of Modification
Street Improvements				
1996 TSP	44	Elm extension	Potential Umatilla River Bridge	City staff requested removal.
1996 TSP	29	New Street	Construct a new street	Removed as the street would likely be constructed by development.
1996 TSP	10	Evelyn Extension	Extend Evelyn to Christiansen Loop	Modified extents to remove the connection to Mckinney Ave per City staff direction.
1996 TSP	17, 19, 22, 23, 24, 25, 26, 31, 35, 36, 39, 40, 42, 43	Across the city	Construct new streets	Removed per discussion with City staff.
Signal Improvements				
1996 TSP	6	Highland Ave/SE 4th St	Signalize Intersection	Changed to roundabout.
1996 TSP	10, 9, 8, 7, 4	US 395 intersections between Airport Way and Ott Road	Signalize Intersections	Changed to a roadway corridor project to better manage access to US 395 and strategically consider where intersection control upgrades should be allowed based on safety and spacing considerations.
1996 TSP	3	Highland Avenue/1st Place	Signalize Intersection	This is now a two-phase project based on outcomes from the safety action plan. The location will still ultimately be converted to a traffic signal or roundabout.
Intersection Improvements				
1996 TSP	3	Orchard Ave/1st Pl	Signalize Intersection	As described earlier in the memo, multiple alternatives are currently being considered for this location. Based on the selection, the project type may change.

Planning Document	Previous Project ID (s)	Location	Original Project Description	Explanation of Modification
1996 TSP	4	Main St/SE 7th	Roundabout	City staff are evaluating if a roundabout or traffic signal is best for this location.
Pedestrian Improvements				
1996 TSP	38, 39, 40, 42, 44, 45, 46, 47, 48	Across the city	Construct Sidewalk	Removed per discussion with City staff.
1996 TSP	20	Gettman Road	Construct Sidewalk	This project is now partially a multi-use trail.
1996 TSP	4, 5, 6, 11,13, 14, 18, 19, 21	Across the City	Construct Sidewalk	These projects are now multi-use trails.
1996 TSP	24	N Airport	Construct Sidewalk	Removed, the project would only be completed with new development here.
1996 TSP	22	SE 4th St	Construct Sidewalk	Removed based on City staff direction based on feasibility of connection.
1996 TSP	3	N 1st Pl Trail	Multi-Use Path	The extents of this project have changed slightly, extending south to Gettman Road.
1996 TSP	2	Hermiston Ditch Trail	Multi Use Path	Trail is no longer planned to extend south of OR 207 but will extend northwest to Theater Lane.
Bicycles				
1996 TSP	2, 3, 4, 11, 14, 16, 17, 18, 19, 20, 22,23, 37	Across the city	On-street bike lanes, shoulder bike lanes, on-street bike routes	Projects have been transitioned to multi use trails rather than on-street facilities.
1996 TSP	26, 28, 29, 34, 35	Across the city	On-street bike lanes, shoulder bike lanes, on-street bike routes	Projects were removed due to changing roadway projects, or newly suggested improvements to parallel or alternative routes.

REFERENCES

1. National Cooperative Highway Research Program. Research Report 1043: Guide for Roundabouts. 2023

ATTACHMENTS

A. NE 10th Street/ Elm Avenue (OR 207) Signal Warrant Analysis and Traffic Operations
B. Highland Avenue Roundabout Concepts
C. E Main St/NE 7th St/Diagonal Blvd Roundabout Concepts

ATTACHMENT A – NE 10TH STREET/ ELM AVENUE (OR 207) SIGNAL WARRANT ANALYSIS AND TRAFFIC OPERATIONS

Oregon Department of Transportation

Transportation Development Branch

Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis[1]

Major Street:	OR 207	**Minor Street:**	NE 10th Street
Project:	Hermiston TSP	**City/County:**	Hermiston TSP
Year:	2045	**Alternative:**	Future Condiitons

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	70	Percent of standard warrants 100	70
Case A: Minimum Vehicular Traffic					
1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500
Case B: Interruption of Continuous Traffic					
1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250
X	100 percent of standard warrants				
	70 percent of standard warrants[2]				

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	8850	10600	N
	Minor	1	2650	1930	
Case B	Major	1	13300	10600	N
	Minor	1	1350	1930	

Analyst and Date: Reviewer and Date:

[1] Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

[2]
U

Analysis Procedures Manual

MOVEMENT SUMMARY

Site: 101 [OR 207/ NE 10th Street (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: NE 10th Street															
3	L2	All MCs	88	0.0	88	0.0	0.338	9.5	LOS A	1.5	39.0	0.69	0.63	0.75	29.9
8	T1	All MCs	122	3.0	122	3.0	0.338	10.1	LOS B	1.5	39.0	0.69	0.63	0.75	30.3
18	R2	All MCs	9	20.0	9	20.0	0.338	14.2	LOS B	1.5	39.0	0.69	0.63	0.75	29.8
Approach			218	2.5	218	2.5	0.338	10.0	LOS B	1.5	39.0	0.69	0.63	0.75	30.1
East: OR 207															
1	L2	All MCs	18	0.0	18	0.0	0.447	8.1	LOS A	2.4	65.0	0.58	0.38	0.58	30.9
6	T1	All MCs	362	11.0	362	11.0	0.447	9.3	LOS A	2.4	65.0	0.58	0.38	0.58	31.2
16	R2	All MCs	32	0.0	32	0.0	0.447	8.1	LOS A	2.4	65.0	0.58	0.38	0.58	31.2
Approach			412	9.7	412	9.7	0.447	9.2	LOS A	2.4	65.0	0.58	0.38	0.58	31.2
North: NE 10th Street															
7	L2	All MCs	51	0.0	51	0.0	0.238	6.8	LOS A	1.1	26.7	0.59	0.47	0.59	31.4
4	T1	All MCs	111	2.0	111	2.0	0.238	7.1	LOS A	1.1	26.7	0.59	0.47	0.59	31.9
14	R2	All MCs	30	0.0	30	0.0	0.238	6.8	LOS A	1.1	26.7	0.59	0.47	0.59	31.7
Approach			192	1.2	192	1.2	0.238	7.0	LOS A	1.1	26.7	0.59	0.47	0.59	31.8
West: OR 207															
5	L2	All MCs	74	0.0	74	0.0	0.678	12.4	LOS B	8.4	217.9	0.70	0.47	0.84	29.3
2	T1	All MCs	543	6.0	543	6.0	0.678	13.0	LOS B	8.4	217.9	0.70	0.47	0.84	29.7
12	R2	All MCs	123	0.0	123	0.0	0.678	12.4	LOS B	8.4	217.9	0.70	0.47	0.84	29.6
Approach			740	4.4	740	4.4	0.678	12.9	LOS B	8.4	217.9	0.70	0.47	0.84	29.6
All Vehicles			1563	5.1	1563	5.1	0.678	10.8	LOS B	8.4	217.9	0.65	0.47	0.73	30.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

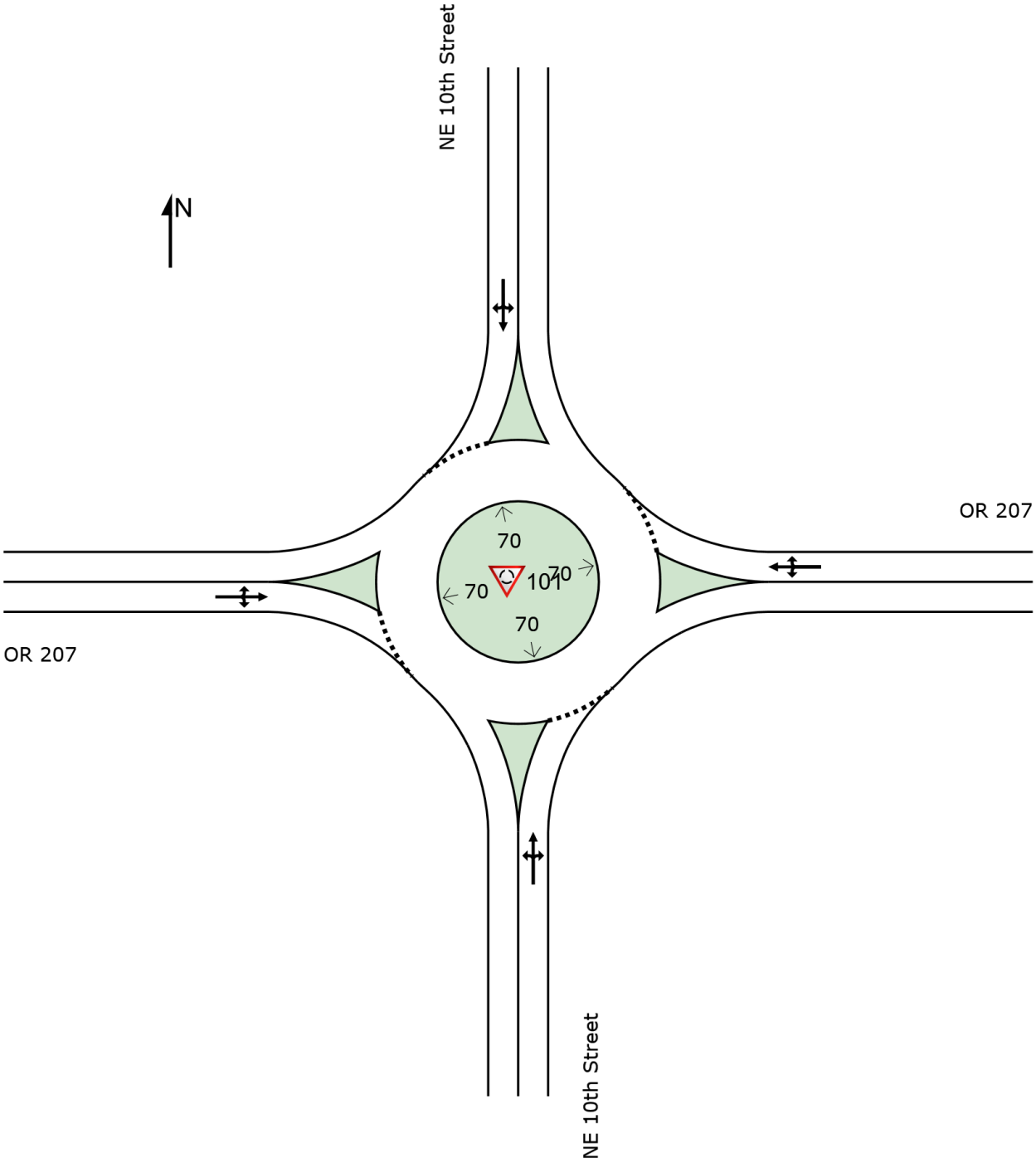
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SITE LAYOUT

Site: 101 [OR 207/ NE 10th Street (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: H:\27\27003 - ODOT Transportation Planning On-call\060 - Hermiston TSP\Task 4 Concept Designs and Outreach\NE10th and OR 207\Single_Lane_Roundabout_Test.sip9

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Intersection 9: NE 10th St/OR 207 3
Study Intersections 8
Lane Configuration and Traffic Control 9
Traffic Volume - Base Volume 10
Traffic Conditions 11

Vistro File: H:\...\27003-060-Hermiston.vistro
Report File: H:\...\Signalized_Intersection.pdf

Scenario 4 4 Mitigation Testing
10/14/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
9	NE 10th St/OR 207	Signalized	HCM 7th Edition	NB Thru	0.636	13.9	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Version 2024 (SP 0-5)

Intersection Level Of Service Report
Intersection 9: NE 10th St/OR 207

Control Type:	Signalized	Delay (sec / veh):	13.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.636

Intersection Setup

Name	NE 10th St			NE 10th St			OR 207			OR 207		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	325.00	100.00	100.00	350.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	NE 10th St			NE 10th St			OR 207			OR 207		
Base Volume Input [veh/h]	81	112	8	47	102	28	68	500	113	17	333	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	20.00	0.00	2.00	0.00	0.00	6.00	0.00	0.00	11.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	112	8	47	102	28	68	500	113	17	333	29
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	31	2	13	28	8	19	137	31	5	91	8
Total Analysis Volume [veh/h]	89	123	9	52	112	31	75	549	124	19	366	32
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	21	0	0	21	0	6	52	0	5	51	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	0	14	0	0	14	0	9	14	0	9	14	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	C
C, Calculated Cycle Length [s]	46	46	46	46	46	46
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	0.00	2.00
g_i, Effective Green Time [s]	9	9	29	24	29	22
g / C, Green / Cycle	0.20	0.20	0.62	0.51	0.62	0.47
(v / s)_i Volume / Saturation Flow Rate	0.17	0.14	0.07	0.46	0.02	0.28
s, saturation flow rate [veh/h]	1325	1409	1008	1453	786	1418
c, Capacity [veh/h]	381	387	663	743	416	663
d1, Uniform Delay [s]	17.38	16.81	4.53	10.25	7.52	9.08
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.40	1.01	0.07	4.53	0.04	0.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.58	0.50	0.11	0.91	0.05	0.60
d, Delay for Lane Group [s/veh]	18.78	17.83	4.60	14.78	7.57	9.96
Lane Group LOS	B	B	A	B	A	A
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.89	1.80	0.13	4.59	0.03	2.08
50th-Percentile Queue Length [ft/ln]	47.24	44.97	3.31	114.77	0.85	52.10
95th-Percentile Queue Length [veh/ln]	3.40	3.24	0.24	8.10	0.06	3.75
95th-Percentile Queue Length [ft/ln]	85.04	80.95	5.96	202.62	1.53	93.77

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Version 2024 (SP 0-5)

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.78	18.78	18.78	17.83	17.83	17.83	4.60	14.78	14.78	7.57	9.96	9.96
Movement LOS	B	B	B	B	B	B	A	B	B	A	A	A
d_A, Approach Delay [s/veh]	18.78			17.83			13.76			9.85		
Approach LOS	B			B			B			A		
d_I, Intersection Delay [s/veh]	13.93											
Intersection LOS	B											
Intersection V/C	0.636											

Emissions

Vehicle Miles Traveled [mph]	7.21	6.60	6.91	62.00	1.55	32.46
Stops [stops/h]	147.78	140.67	10.36	359.01	2.67	162.96
Fuel consumption [US gal/h]	2.93	1.54	0.42	7.77	0.11	3.57
CO [g/h]	204.76	107.92	29.32	543.32	7.76	249.56
NOx [g/h]	39.84	21.00	5.71	105.71	1.51	48.56
VOC [g/h]	47.45	25.01	6.80	125.92	1.80	57.84

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	14.90	14.90	14.90	14.90
l_p,int, Pedestrian LOS Score for Intersectio	2.044	1.908	2.567	2.425
Crosswalk LOS	B	A	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	912	912	2259	2216
d_b, Bicycle Delay [s]	6.81	6.81	0.39	0.27
l_b,int, Bicycle LOS Score for Intersection	1.924	1.881	2.794	2.248
Bicycle LOS	A	A	C	B

Sequence

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



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Study Intersections

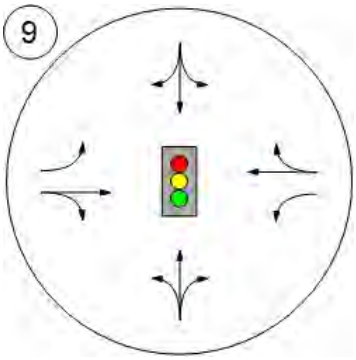


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Lane Configuration and Traffic Control



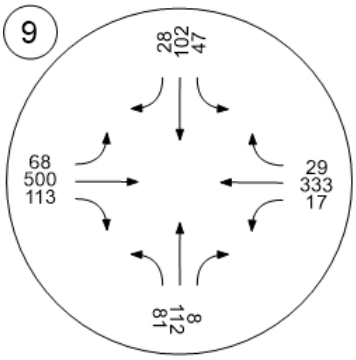


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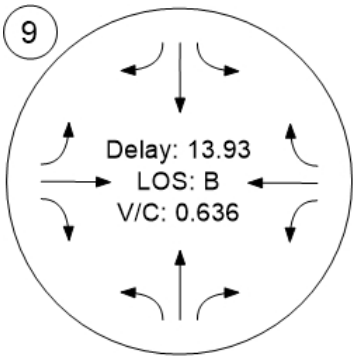
Traffic Volume - Base Volume





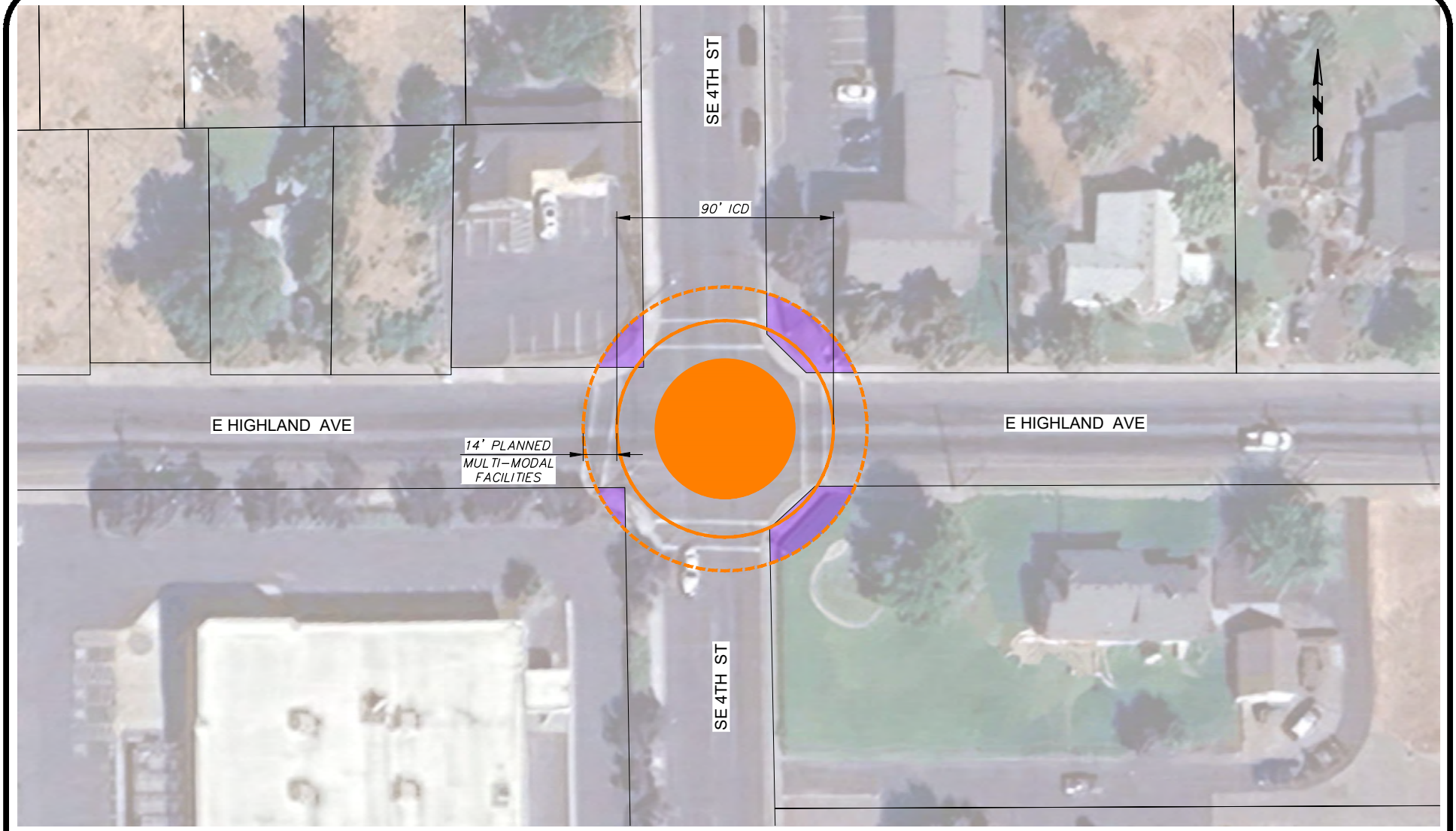
Traffic Conditions





ATTACHMENT B – HIGHLAND AVENUE ROUNDABOUT CONCEPTS

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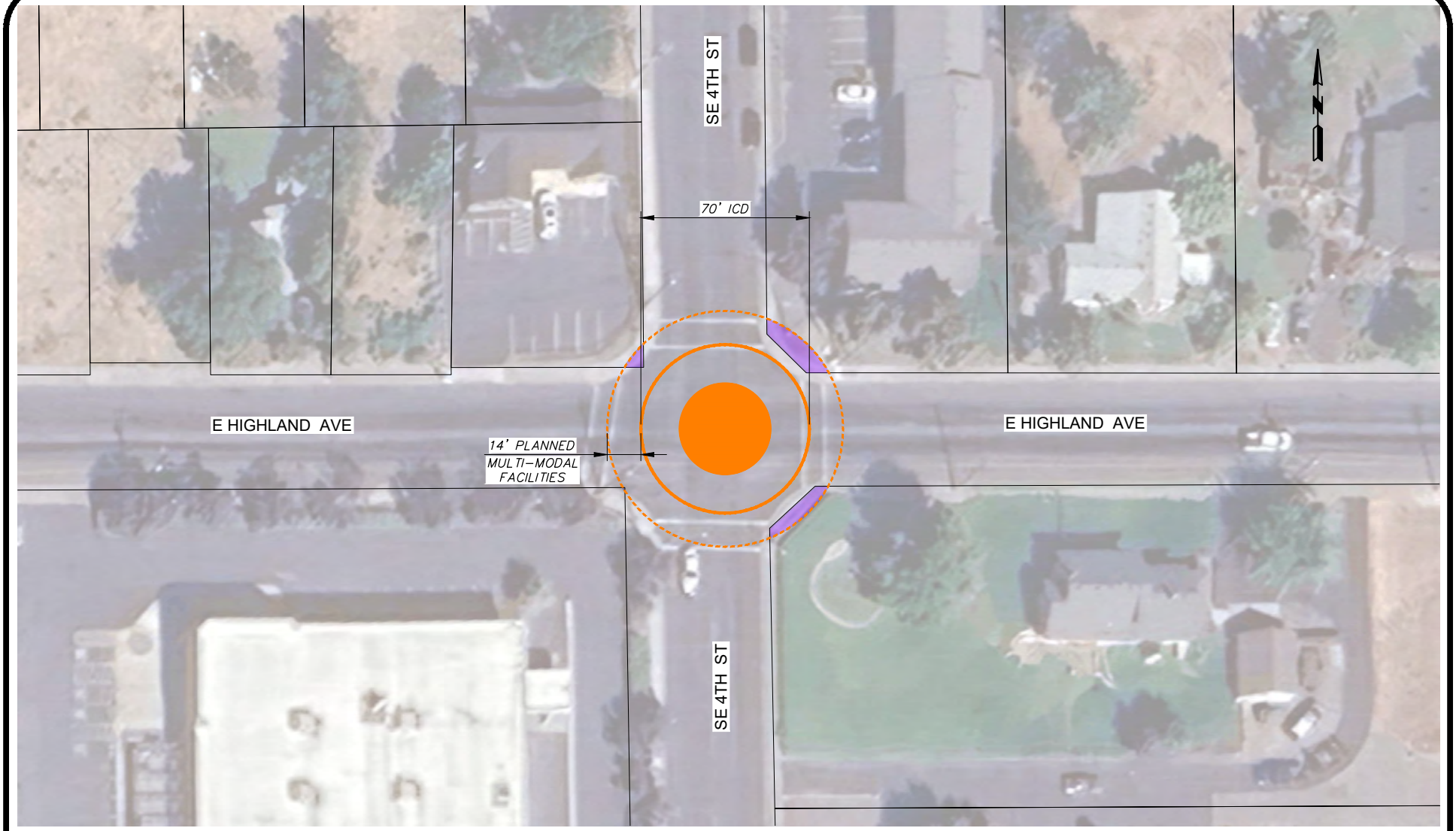
anderson perry

CITY OF
HERMISTON, OREGON
TRANSPORTATION SYSTEM PLAN UPDATE
CONCEPT PLAN

E HIGHLAND AVENUE AND SE 4TH STREET

FIGURE
1

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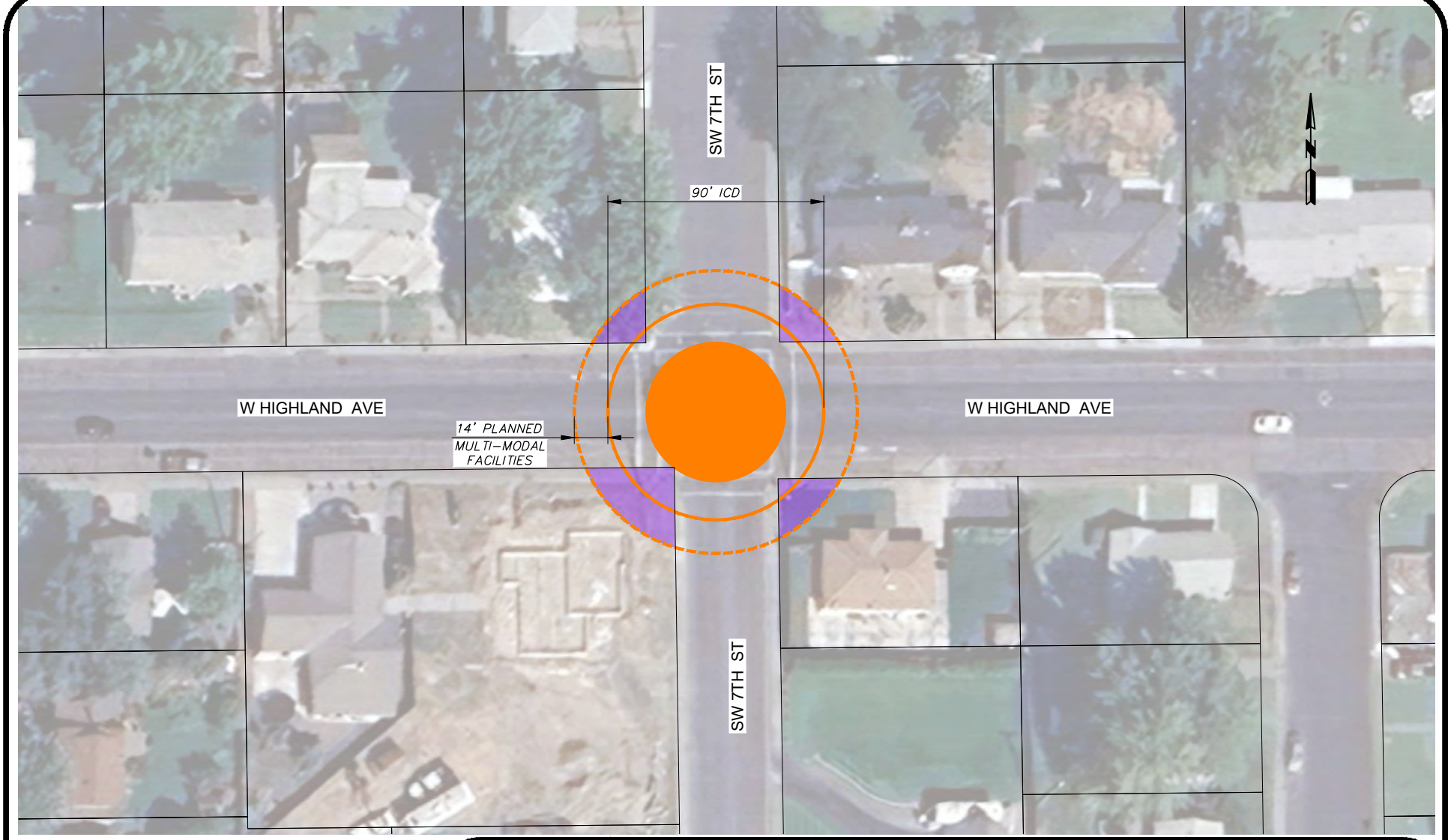
CITY OF
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TRANSPORTATION SYSTEM PLAN UPDATE
CONCEPT PLAN

E HIGHLAND AVENUE AND SE 4TH STREET ALTERNATIVE OPTION

FIGURE

1A

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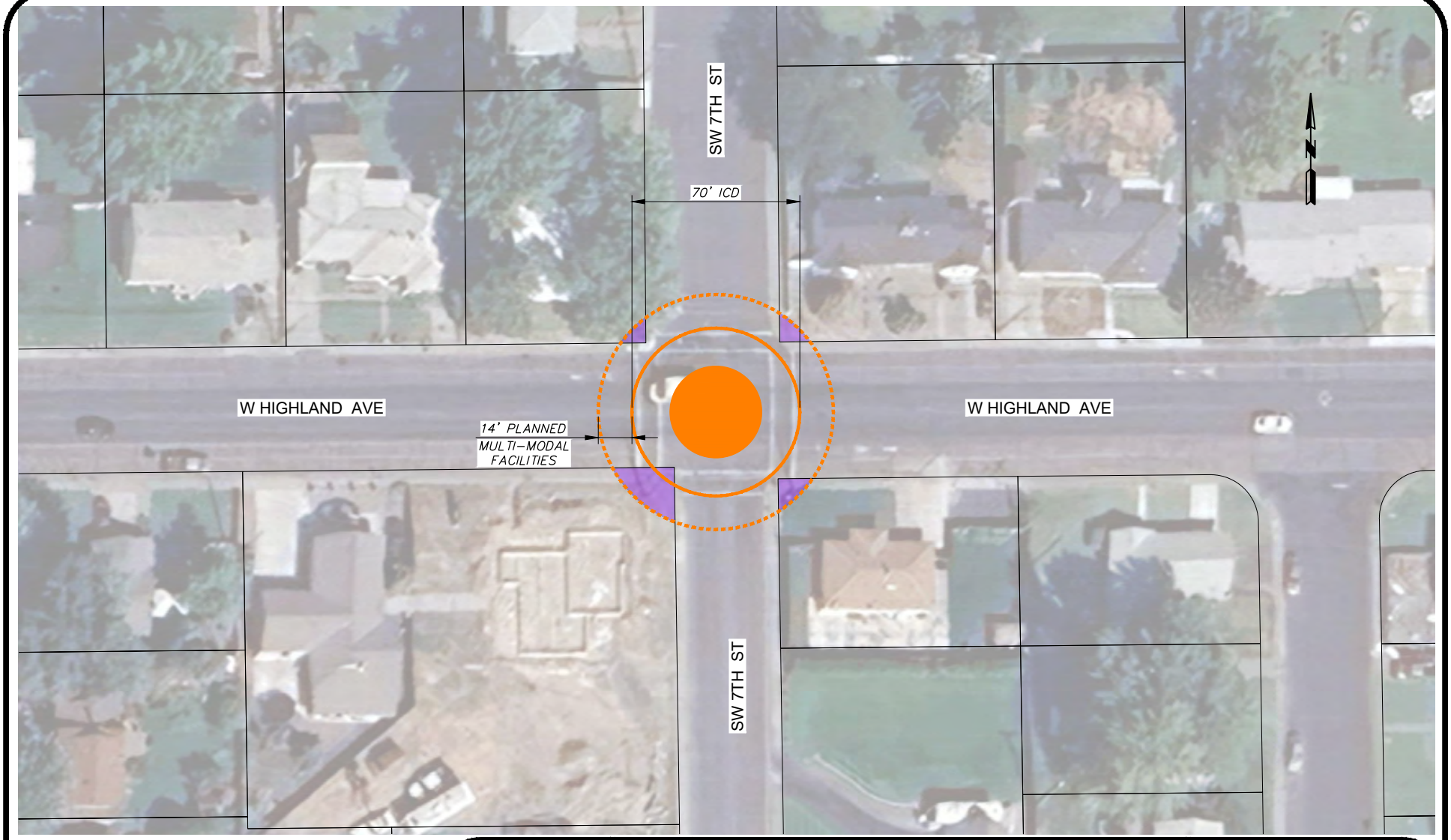
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TRANSPORTATION SYSTEM PLAN UPDATE
CONCEPT PLAN

W HIGHLAND AVENUE AND SW 7TH STREET

FIGURE

2

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CONCEPT PLAN

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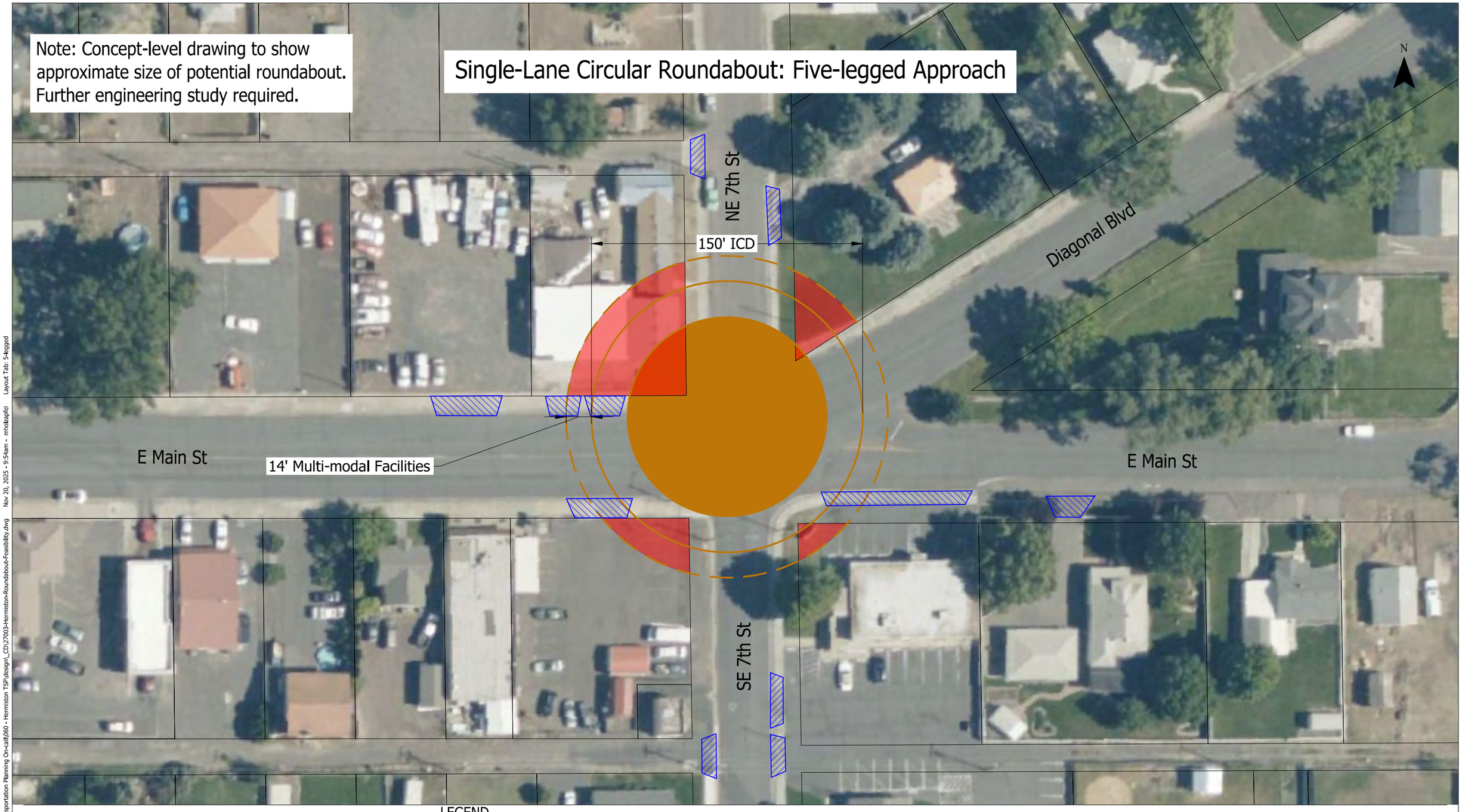
FIGURE

2A

ATTACHMENT C – E MAIN ST/NE 7TH ST/DIAGONAL BLVD ROUNDABOUT CONCEPTS

Note: Concept-level drawing to show approximate size of potential roundabout. Further engineering study required.

Single-Lane Circular Roundabout: Five-legged Approach



Scale: 1" = 50'

50 25 0 50

LEGEND

Inscribed Circle Diameter

Facility width for planned multi-modal facilities

Center Island

Estimated ROW impacted area

Potential impacts to driveway access

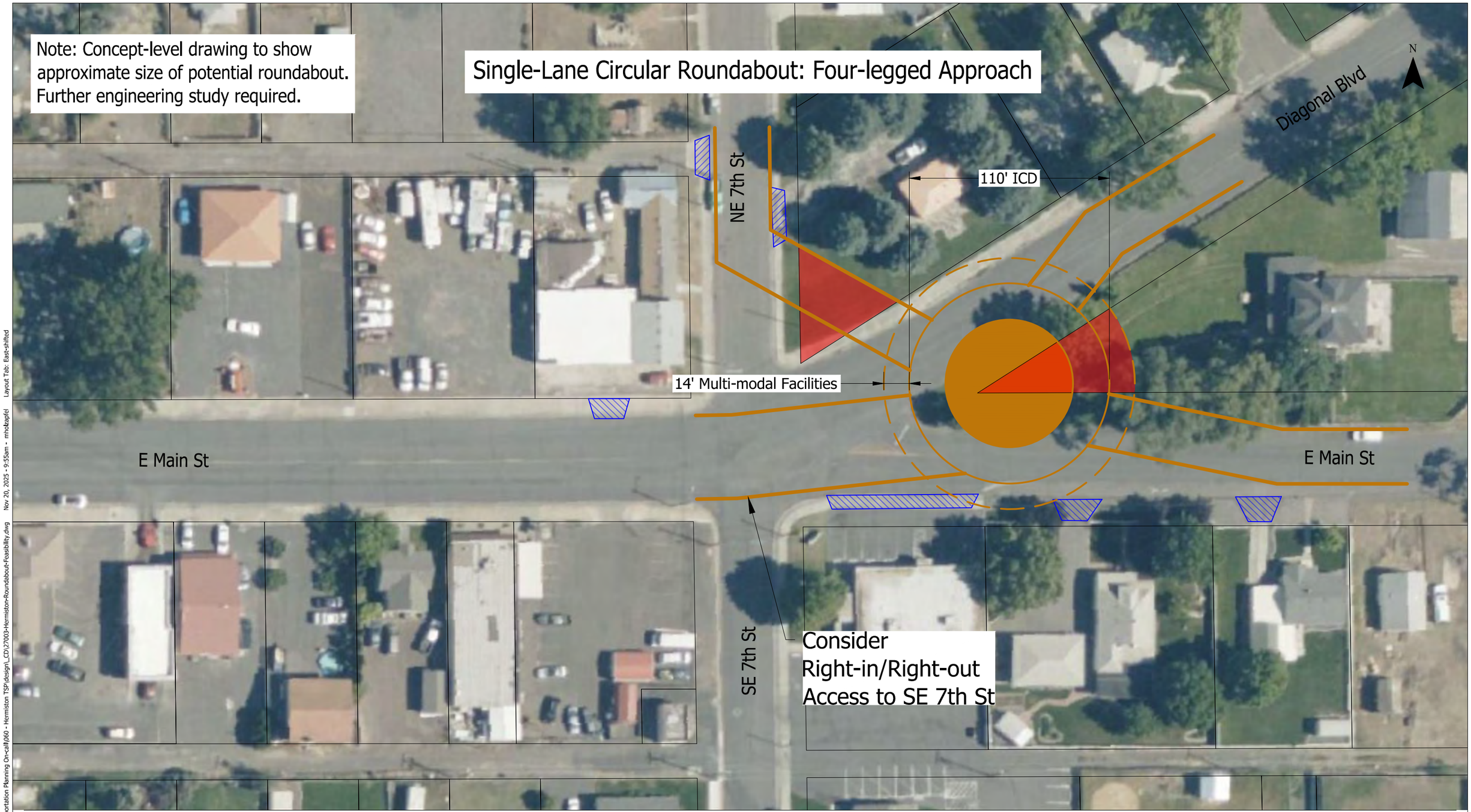
E Main St / 7th St / Diagonal Blvd
Hermiston, Oregon

Figure

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Note: Concept-level drawing to show approximate size of potential roundabout. Further engineering study required.

Single-Lane Circular Roundabout: Four-legged Approach



Scale: 1" = 50'

50 25 0 50

LEGEND

Inscribed Circle Diameter

Facility width for planned multi-modal facilities

Center Island

Estimated ROW impacted area

Potential impacts to driveway access

E Main St / 7th St / Diagonal Blvd
Hermiston, Oregon

Figure

H:\27\27003 - ODOT Transportation Planning On-call\060 - Hermiston TSP\design_CD\27003-Hermiston-Roundabout-Feasibility.dwg Nov 20, 2025 - 9:55am - mholzapfel Layout Tab: East-shifted

KITTELSON & ASSOCIATES

Note: Concept-level drawing to show approximate size of potential roundabout. Further engineering study required.

Single-Lane Oval Roundabout: Four-legged Approach

N

NE 7th St

Diagonal Blvd

Align E Main St Approach with Diagonal Blvd

130'

90'

14' Multi-modal Facilities

E Main St

E Main St

SE 7th St

Scale: 1" = 50'

50 25 0 50

LEGEND

Inscribed Circle Diameter

Facility width for planned multi-modal facilities

Center Island

Estimated ROW impacted area

Potential impacts to driveway access

E Main St / 7th St / Diagonal Blvd
Hermiston, Oregon

Figure

KITTELSON & ASSOCIATES

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APPENDIX G – REVISED CONCEPT DESIGN MEMORANDUM

HERMISTON TSP UPDATE

TECHNICAL MEMORANDUM #5

March 6, 2026 Project #: 27003.60

To: Project Management Team

From: Justin Delgado, Nick Foster AICP RSP$_1$, Matt Hugart AICP, Casey Werner

RE: Revised Concept Designs & Outreach

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INTRODUCTION

The Hermiston Transportation System Plan (TSP) will present a coordinated set of multimodal policies, projects, and studies that address transportation needs within the city's Urban Growth Boundary (UGB) over the next 20 years.

This memorandum summarizes an initial list of proposed transportation system projects and changes that will address existing and future needs and desires. Proposed transportation projects are organized and prioritized by travel mode. They have been identified through the existing and future conditions analyses (previously summarized in Technical Memorandum #2) as well as input from City staff, the Project Management Team (PMT), the Technical Advisory Committee (TAC), and the community. These transportation system projects recognize the need for a balanced system that provides a range of transportation choices for people traveling in, around, and through Hermiston.

The resultant 20-year list of solutions is intended to address the identified transportation needs, meet the TSP goals, and reflect criteria included in Oregon Revised Statute (ORS) 660-012-0035. These projects are also intended to provide the City with flexibility to adapt to changing economic development and community needs over the next 20 years.

Projects Involving ODOT Facilities

Several proposed projects are on ODOT highways. Further coordination with ODOT will be required to implement these projects, including determining design elements through preliminary and final design processes. They are subject to future ODOT approvals by the State Traffic and Roadway Engineers, pursuant with the *ODOT Traffic Manual*.

Projects recommending a change in intersection traffic control on ODOT highways will be required to complete an intersection control evaluation (ICE) in accordance with ODOT policy to determine the form of intersection control (e.g., roundabout, traffic signal) that will be implemented. For the ICE study to recommend a traffic signal, the intersection must meet MUTCD warrants. Installing a signal will also require following ODOT Traffic Signal Policy & Guidelines.

Any roadway or intersection projects on a state highway will also be required to follow relevant Oregon Administrative Rules (OARs) and ODOT policies and processes. This includes obtaining necessary permits for new or modified state highway access, and in sections where ODOT has purchased access control, obtaining the necessary access reservation or grant of access.

Evaluation Criteria

Projects are scored based on criteria established in *TM#3 – Project Visions and Guiding Principles*. Those evaluation criteria and their scoring ranges include:

- Feasibility of Implementation (+1, 0, -1)
- Right-of-way Constraints (+2, +1, 0)
- Built Environment Constraints (+1, 0, -1)
- Environmental / Cultural Impacts and Mitigation (+1, 0, -1)

- Community Priorities Alignment (+2, +1, 0)
- Vehicular Safety (+2, +1, 0)
- Non-motorized Safety (+2, +1, 0)
- Mobility (+2, +1, 0)
- Accessibility and Connectivity (+2, +1, 0)
- Fiscal Strategy (+1, 0, -1)

Once projects received a final numerical score, a range of values are assigned into the category of either high (35 projects), medium (53 projects), or low (61 projects). The values that correspond with the category were determined based on how it would spread projects into each of the three categories. Some project priority levels were adjusted based on feedback from City staff and Technical Advisory Committee (TAC) members. **Attachment A** includes the complete evaluation matrix for all proposed projects.

ROADWAY SYSTEM

Streets serve most trips within Hermiston across all travel modes. This section identifies potential projects to address gaps and deficiencies in the street system. Most of these projects are multimodal, serving vehicular traffic, as well as people walking, biking, and/or riding the bus.

Roadway Projects

Roadway projects include new road segments as well as improvements to existing corridors. Some projects build on recommendations from previous plans and studies, while others are newly developed through this TSP update. These projects include upgrading existing roads to modern design standards, adding new connections, realigning roads, and safety-focused changes.

The location of new or modified roadway connections to State highways will require collaboration between Hermiston and ODOT. Projects may be modified at the time they are pursued pending outcomes of these discussions.

Table 1 describes the roadway corridor projects included in the plan and Figure 1 illustrates their locations.

Table 1 Roadway Projects

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
R-1	City/ County	Punkin Center Road	Umatilla River Road	Country Ln	Extend Punkin Center Rd west of Umatilla River Rd, construct buffered sidewalks and on-street bike lanes, and coordinate with Umatilla County to plan and construct a bridge across the Umatilla River.	High
R-2	City	Punkin Center Road	Sunshine Ln	N 1st Pl	Extend Punkin Center Rd to N 1st Pl with buffered sidewalks and on-street bike lanes.	High
R-3	City	Punkin Center Road	Ott Rd	Sunshine Ln	Reconstruct Punkin Center Rd to urban collector standards between Ott Rd and Sunshine Ln with buffered sidewalks and on-street bike lanes.	High
R-4	City	New Street	NE 8th St	Ott Rd	Construct a new east – west urban collector roadway with buffered sidewalks from NE 8th Street to Ott Road between Punkin Center Road and Theater Lane.	Low
R-5	City	N 1st Place	Punkin Center Rd	OR 207	Reconstruct N 1st Pl to urban collector standards between Punkin Center Rd and OR 207 with an adjacent multi-use trail.	High
R-6	City	Theater Lane	Geer Rd	US 395	Reconstruct Theater Ln to urban collector standards between Geer Rd and US 395 with on-street bike lanes while filling gaps with buffered sidewalks.	Medium
R-7	City	Theater Lane	US 395	NE 10 St	Reconstruct Theater Ln to urban collector standards between US 395 and NE 10th St with on-street bike lanes while filling gaps with buffered sidewalks.	High
R-8	City	NE 10th Street	Punkin Center Rd	OR 207	Reconstruct NE 10th St to urban collector standards between Punkin Center Rd and OR 207 with an adjacent multi-use trail.	High
R-9	City	Theater Lane	NE 10th St	Ott Rd	Reconstruct Theater Ln to urban collector standards between NE 10th St and Ott Rd with buffered sidewalks and on-street bike lanes.	Medium

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
R-10	City	NW 11th Street	Elm Ave (OR 207)	N 1st Pl	Reconstruct NW 11th St to urban collector standards between Elm Ave and N 1st Pl with an adjacent multi-use trail.	Medium
R-11	City	W Harper Road	N 1st Pl	NW 11th St	Extend Harper Rd to NW 11th St with buffered sidewalks and on-street bike lanes.	Low
R-12	City	W Harper Road	N 1st Pl	US 395	Reconstruct Harper Rd to urban collector standards between N 1st Pl and US 395 with buffered sidewalks and on-street bike lanes.	High
R-13	State	US 395	Theater Ln	OR 207	Work with property and business owners along the corridor to consolidate driveways and/or reduce full access points.	High
R-14	City	Aspen Drive	NE 4th St	US 395	Extend Aspen Dr to US 395 with buffered sidewalks.	High
R-15	City	Aspen Drive	Kenna Dr	NE 10th St	Extend Aspen Dr to NE 10th St with buffered sidewalks and on-street bike lanes.	Medium
R-16	City	Ott Road	OR 207	Theater Ln	Reconstruct Ott Rd to urban collector standards between OR 207 and Theater Ln with buffered sidewalks and on-street bike lanes.	Medium
R-17	City	W Elm Avenue	NW 11th St	End of Elm Ave	Reconstruct Elm Ave to urban collector standards west of NW 11th St while filling gaps with buffered sidewalks.	Medium
R-18	State	US 395	Jennie Ave	OR 207	Construct enhanced crossing (including median refuge island and rectangular rapid flashing beacons), ADA ramps, curb extensions, a median through the Dogwood Avenue intersection, and hardened centerlines on US 395 from Jennie Ave to OR 207 while rebuilding or filling in sidewalk gaps, as described in the Safety Action Plan and shown in **Attachment B**.	High
R-19	City	Jennie Avenue	N 1st St	NE 5th Pl	Reconstruct Jennie Ave to urban collector standards between N 1st St and NE 5th Pl with new on-street bike lanes while filling gaps with buffered sidewalks.	High

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
R-20	City	Jennie Avenue	NE 8th St	NE 10th St	Extend Jennie Ave to NE 10th St with buffered sidewalks.	Medium
R-21	City	Hooker Road	Diagonal Blvd	Townsend Rd	Relocate the Hooker Rd intersection with Townsend Rd to the south to provide adequate intersection spacing from Townsend Rd's new intersection with OR 207 as part of Project I-12.	Low
R-22	City	Hooker Road	Bailey Ln	Townsend Rd	Relocate the Hooker Rd intersection with Townsend Rd to the south to provide adequate intersection spacing from Townsend Rd's new intersection with OR 207 as part of Project I-12.	Low
R-23	City	Ott Road	Railroad	OR 207 (Diagonal Blvd)	Reconstruct Ott Rd to urban collector standards between the Union Pacific Railroad Crossing and OR 207.	Low
R-24	City/State	Townsend Road	E Highland Ave	E Theater Lane	Change Townsend Rd functional classification to collector, reconstruct the roadway to urban collector standards, and extend roadway from Hooker Rd across OR 207. Construct on-street bike lanes and buffered sidewalks. Townsend Rd's new intersection with OR 207 is project I-12.	High
R-25	City	NW 13th Street	Madrona Ave	Orchard Ave	Extend NW 13th St to Orchard Ave with buffered sidewalks.	Low
R-26	City	Orchard Avenue	OR 207	US 395	Construct enhanced crossings, pedestrian curb extensions, bidirectional cycle track, and add landscaping strips on Orchard Avenue from OR 207 to US 395 with on-street bike lanes, as described in the Safety Action Plan and shown in **Attachment B**.	High
R-27	City	S 1st Place	Hermiston Ave	Highland Ave	Reconstruct S 1st St to urban collector standards between Hermiston Ave and Highland Ave with an adjacent multi-use trail.	Medium
R-28	City	4th St	Theater Ln	US 395	Reconstruct 4th St to urban collector standards between Theater Ln and US 395 with on-street bike lanes while filling gaps with buffered sidewalks.	High

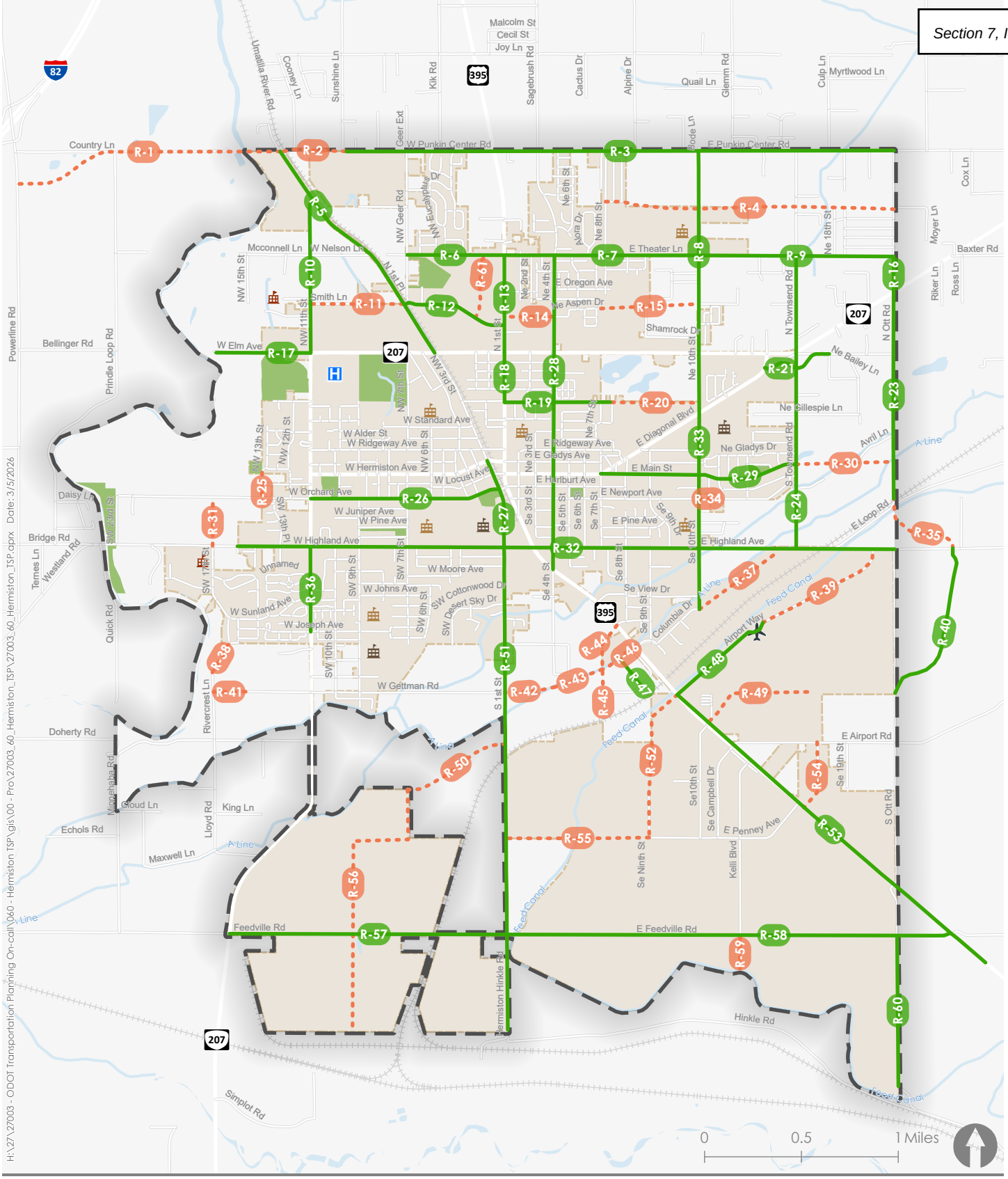
Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
R-29	City	E Main Street	Diagonal Blvd	Townsend Rd	Reclassify Main St as an urban collector between Diagonal Blvd and Townsend Rd and reconstruct the roadway to urban collector standards with on-street bike lanes while filling gaps with buffered sidewalks.	Medium
R-30	City	E Main Street	Townsend Rd	Ott Rd	Extend Main St to Ott Rd and reclassify Main St as an urban collector, while constructing new buffered sidewalks and on-street bike lanes.	Low
R-31	City	SW 17th Street	Highland Ave	Orchard Ave	Extend SW 17th Street to Orchard Ave with buffered sidewalks.	Medium
R-32	City	Highland Avenue	SW 15th Pl	UGB Boundary	Reconstruct Highland Ave to urban collector standards from SW 15th Pl to the eastern UGB boundary with buffered sidewalks and on-street bike lanes.	High
R-33	City	NE 10th Street	OR 207	Columbia Dr	Reconstruct NE 10th St to urban collector standards between OR 207 and Columbia Dr with an adjacent multi-use trail and while filling gaps with buffered sidewalks.	High
R-34	City	Newport Road	SE 10th St	SE 11th St	Close the roadway gap on Newport Road between SE 10th St and SE 11th St with buffered sidewalks and on-street bike lanes.	Low
R-35	City/ County	Ott Road	E Highland Ave	Ott Rd	Construct a new roadway connection on Ott Rd between E Highland Ave and Ott Rd with buffered sidewalks and on-street bike lanes.	Low
R-36	State	OR 207	Highland Ave	Joseph Ave	Implement ODOT's planned project on OR 207 between Highland Ave and Joseph Ave including removal of parking, addition of a center turn lane, bike lanes, and a multi-use trail.	Programmed
R-37	City	Columbia Drive	SE 10th St	Highland Ave	Extend Columbia Dr to Highland Ave with buffered sidewalks and on-street bike lanes.	High
R-38	City	SW 16th Place	Johanna Ave	Rivercrest Ln	Extend SW 16th Pl to Rivercrest Ln with buffered sidewalks.	Medium

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
R-39	City	Airport Way	Airport Wy	E Highland Ave	Extend Airport Way to E Highland Ave with buffered sidewalks.	Medium
R-40	City/ County	Ott Road	Airport Property Line	E Highland Ave	Realign Ott Rd between the Airport property line and E Highland Ave to avoid the future runway protection zone.	Low
R-41	City	Lemmon Lane	Lemmon Ln	Rivercrest Ln	Extend Lemmon Ln to Rivercrest Ln with buffered sidewalks.	Low
R-42	City	Gettman Road	Hermiston Hinkle Rd	SE 4th St	Extend Gettman Rd (Phase 3) from Hermiston Hinkle Rd to SE 4th St with an adjacent multi-use trail. Additional phases are included in projects R-43 and R-46.	Medium
R-43	City	Gettman Road	SE 4th St	New Road	Extend Gettman Rd (Phase 2) from SE 4th St to a new roadway with buffered sidewalks and on-street bike lanes. Additional phases are included in projects R-42 and R-46.	Medium
R-44	City	Evelyn Avenue	US 395	New Street	Extend Evelyn Ave to the new Cemetery Road connection with buffered sidewalks and bike lanes. Work with adjacent property owner to the south to relocate highway access to this new street extension. This project modifies a state highway intersection and will require an ICE study.	Medium
R-45	City	New Street	Evelyn Ave	Cemetery Rd	Construct a new roadway between Evelyn Ave and Cemetery Rd with buffered sidewalks and on-street bike lanes.	Medium
R-46	City	Gettman Road	US 395	New Road	Extend Gettman Rd (Phase 1) to connect with US 395/Port Drive with an adjacent multi-use trail. Additional phases are included in projects R-42 and R-43. This project modifies a state highway intersection and will require an ICE study.	High
R-47	City	Cemetery Access	Gettman Rd	Hermiston Cemetery	Move and realign the cemetery access road between Gettman Rd and Hermiston Cemetery.	Low

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
R-48	City	Airport Way	US 395	Hermiston Municipal Airport	Reclassify Airport Way as a local road between US 395 and Hermiston Municipal Airport.	Low
R-49	City	Able Drive	US 395	EOTEC	Extend Able Drive to EOTEC with sidewalks. This project modifies a state highway intersection and will require an ICE study.	Low
R-50	City	New Street	Hermiston Hinkle Rd	SW 7th St	Construct a new urban collector roadway between Hermiston Hinkle Rd and SW 7th St.	Low
R-51	City	Hinkle Road	Highland Ave	Feedville Rd	Reconstruct Hermiston Hinkle Rd to urban collector standards between Highland Ave and Feedville Rd with an adjacent multi-use trail.	Medium
R-52	City	SE 9th Street	US 395	Penney Ave	Extend SE 9th St to Penney Ave with sidewalks and on-street bike lanes. This project modifies a state highway intersection and will require an ICE study.	Medium
R-53	State	US 395	Airport Way	Feedville Road	Implement ODOT's planned Restricted Crossing U-Turn (RCUT) corridor project on US 395 between Airport Way and Feedville Rd. Projects I-36, I-37, I-38, I-39, I-40, and I-43 may be affected by this project's implementation.	Programmed
R-54	City	Penney Avenue	US 395	E Airport Rd	Extend Penney Ave to E Airport Rd with sidewalks. This project modifies a state highway intersection and will require an ICE study.	Medium
R-55	City	Penney Avenue	SE 9th St	Hermiston Hinkle Rd	Extend Penney Ave from SE 9th St to Hermiston Hinkle Rd with buffered sidewalks and on-street bike lanes.	Medium
R-56	City	SW 7th Street	Hermiston Hinkle Rd	UGB Boundary	Create a new segment of SW 7th Street extending from the UGB boundary to Hermiston Hinkle Road with buffered sidewalks and on-street bike lanes.	Medium

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
R-57	City	Feedville Road	OR 207	Hermiston Hinkle Rd	Reconstruct Feedville Rd to urban collector standards between OR 207 and Hermiston Hinkle Rd with an adjacent multi-use trail.	High
R-58	City	Feedville Road	Hermiston Hinkle Rd	US 395	Reconstruct Feedville Rd to urban collector standards between Hermiston Hinkle Rd and US 395 with an adjacent multi-use trail.	High
R-59	City	Kelli Boulevard	Feedville Rd	UGB Boundary	Extend Kelli Blvd south of Feedville Rd to the UGB boundary with buffered sidewalks.	Medium
R-60	City	Ott Road	Feedville Rd	UGB Boundary	Reconstruct Ott Rd to urban collector standards between Feedville Rd and the UGB boundary with buffered sidewalks.	Low
R-61	City	New Road	Theater Lane	Duncan Lane	Construct a public local road connection through a significant commercial area.	Low

Highlighted rows indicate the project is part of the City's priority projects list. These projects are described further in the project summary sheets in ***Attachment C***.



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New Roadways/Extensions
Project on Existing Roadway

Hospital
Airport
Secondary School
Primary School
Private School
Railroad
Park
Hermiston City Limits

Urban Growth Boundary (Study Area)

Figure 1

Roadway Projects

KITTELSON & ASSOCIATES

Intersection Projects

Intersection projects are intended to improve safety, access, and overall operations across Hermiston's transportation network. These projects include upgrading traffic control, adding turn lanes, making alignment changes that reduce conflict points and create a more predictable experience for all users, and adding features intended to improve safety performance by reducing or controlling conflicts or improving visibility.

The intersection alternatives included in this plan are intended to improve safety and support future growth as travel patterns continue to evolve. They work together with roadway, pedestrian, bicycle, and transit improvements to create safer and more reliable connections throughout the transportation system. Table 2 describes the proposed intersection projects and Figure 2 illustrates their locations.

Table 2 Intersection Projects

Project Number	Roadway Ownership	Intersection	Project Description	Priority
I-1	State/City	US 395/Punkin Center	ODOT is in the process of removing the existing traffic signal and installing a roundabout to improve safety.	Programmed
I-2	City/City	E Punkin Center/NE 8th Street	Upgrade to high visibility (flashing) stop signs.	Low
I-3	City/City	Punkin Center Road/ NE 10th Street	Add turn lanes, ADA compliant curb ramps, and enhanced signage.	High
I-4	State/City	US 395/ Theater Lane	Upgrade all left turn approaches with designated signal heads. Evaluate left turn phasing (ex. protective permissive phasing with flashing yellow arrows), install traffic separators on left turn lanes, and work with property and business owners near intersection approaches to consolidate driveways and/or reduce full access points.	Medium
I-5	City/City	Theater Lane/ NE 10th Street	Add turn lanes, ADA compliant curb ramps, and enhanced signage.	Medium
I-6	City/City	Harper/Geer/1st	Realign intersection of Harper, Geer, and 1st Pl. This project is currently under design.	Programmed
I-7	State/City	US 395/Aspen Drive-Home Depot Driveway	Change intersection traffic control based on an ICE study when Aspen Drive is extended. If a traffic signal is recommended it will need to meet warrants before installation.	Low
I-8	State/City	OR 207/1st Place	Add a southbound channelized right turn lane with pedestrian refuge, as well as northbound and southbound left turn lanes. Evaluate converting OR 207 left-turn movements to protected only or adding time of day restrictions to permissive movements.	Low

Project Number	Roadway Ownership	Intersection	Project Description	Priority
I-9	State/State	US 395/OR 207	Upgrade to audible push buttons, add leading pedestrian interval and evaluate the addition of time-of-day restrictions to permissive left turns. Install planned traffic separators on OR 207 left-turn lanes. Complete a refinement plan for US 395 to determine if alternative mobility target should be adopted for this intersection or if projected demand can be practically accommodated under the current target.	Medium
I-10	State/City	OR 207/NE 4th Street	Evaluate adding protected-permissive left-turn phasing with flashing yellow arrows.	High
I-11	State/City	OR 207/10th Street	This is a two-phase project. Phase One includes safety improvements: high visibility stop signs, speed feedback signs, RRFBs, reduced speed limit). Phase Two installs a roundabout or traffic signal (when warranted).	Medium
I-12	State/City	OR 207/Townsend Road	Evaluate a change in traffic control (e.g., traffic signal or roundabout) through an ICE study in conjunction with project R-24.	Low
I-13	State/City	US 395/Jennie Avenue	Upgrade to audible push buttons, add leading pedestrian intervals, widen to add left turn lanes on both Jennie Ave approaches and/or consider realigning approaches to eliminate offset, evaluate the addition of protected-permissive phasing to dedicated left turn lanes, and add hardened centerlines, curb extensions, and ADA ramps.	High
I-14	City/City	E Diagonal Boulevard/NE 10th Street	Construct a traffic signal (when warranted) or roundabout.	High

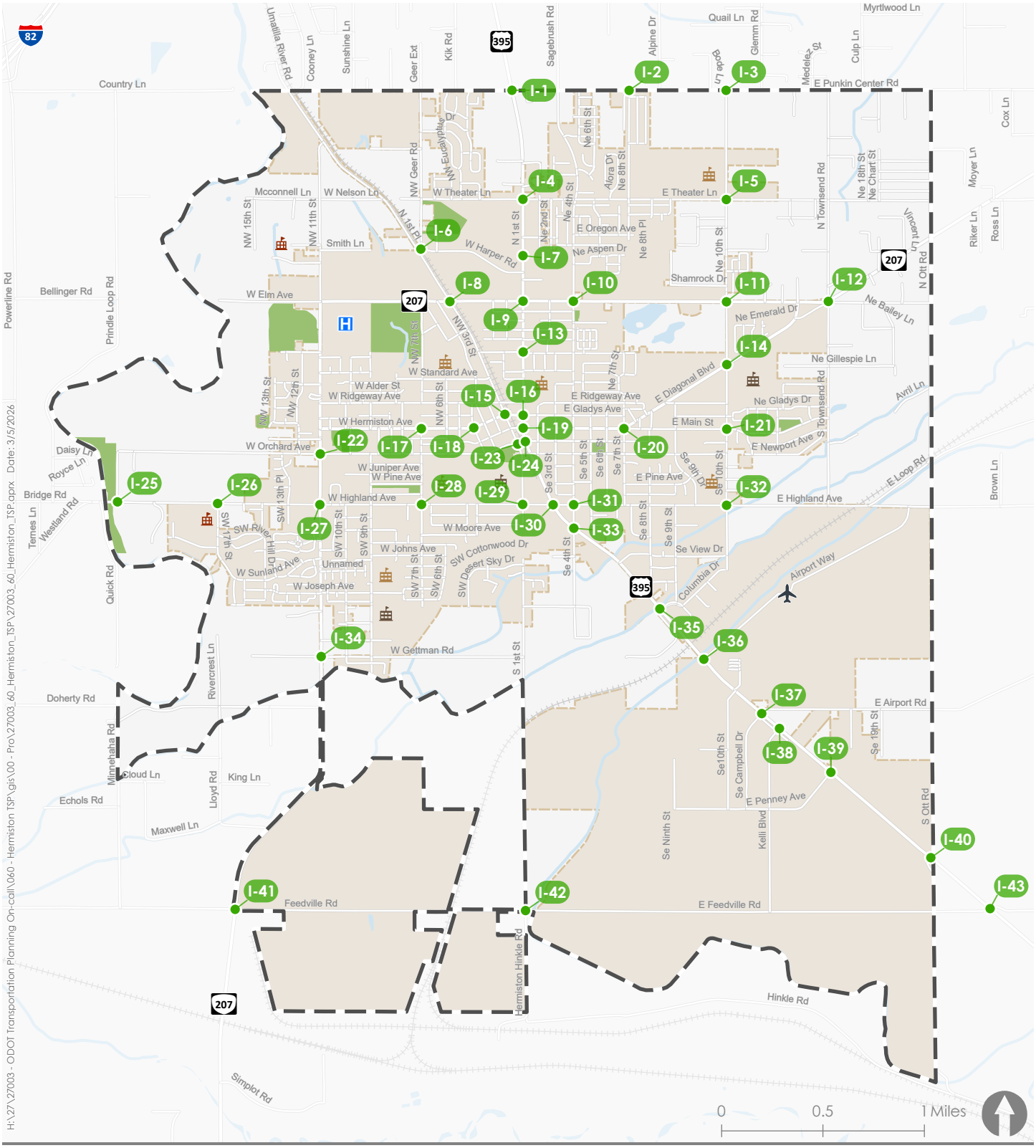
Project Number	Roadway Ownership	Intersection	Project Description	Priority
I-15	City/City	Hermiston Avenue/1st Place	Coordinate east-west signal timing with US 395/ Hermiston Intersection, install designated left turn signal heads, evaluate the addition of protected/permissive phasing with flashing yellow arrows to all left turn movements. Complete a downtown intersection alternatives study to determine a comprehensive approach to addressing US 395 and 1st Place intersections between Gladys Avenue-Hermiston Avenue and Orchard Avenue. See Additional Project Evaluations for initial alternatives.	High
I-16	State/City	US 395/Gladys Avenue	Complete a downtown intersection alternatives study to determine a comprehensive approach to addressing US 395 and 1st Place intersections between Gladys Avenue-Hermiston Avenue and Orchard Avenue. See Additional Project Evaluations for initial alternatives.	High
I-17	City/City	SW 7th Street/ W Hermiston Avenue	Convert intersection to all-way stop-control.	Medium
I-18	City/City	Hermiston Avenue/SW 4th Street	Restrict the intersection to right-in-right-out or remove parking on Hermiston Ave near the intersection and add westbound left and eastbound left turn pockets to reduce rear end crashes.	Low
I-19	State/City	US 395/Main Street	Complete a downtown intersection alternatives study to determine a comprehensive approach to addressing US 395 and 1st Place intersections between Gladys Avenue-Hermiston Avenue and Orchard Avenue. See Additional Project Evaluations for initial alternatives. Minor approaches may be able to be restriped to accommodate left turn lanes.	High
I-20	City/City	7th Street/Main Street	Construct a roundabout. Upgrade to ADA compliant pedestrian curb ramps.	High
I-21	City/City	Main St/10th Street	Add curb bulb outs and RRFBs across Main Street. Formalize on-street parking restrictions (signage and curb paint) at intersection approaches to maintain sightlines.	High

Project Number	Roadway Ownership	Intersection	Project Description	Priority
I-22	State/City	OR 207/W Orchard Avenue	Add left turn lanes on both Orchard approaches, install designated left-turn signal heads, and evaluate left turn phasing.	Low
I-23	City/City	S 1st Street/W Orchard Avenue	Complete a downtown intersection alternatives study to determine a comprehensive approach to addressing US 395 and 1st Place intersections between Gladys Avenue-Hermiston Avenue and Orchard Avenue. See Additional Project Evaluations for initial alternatives.	High
I-24	State/City	US 395/Orchard Street	Complete a downtown intersection alternatives study to determine a comprehensive approach to addressing US 395 and 1st Place intersections between Gladys Avenue-Hermiston Avenue and Orchard Avenue. See Additional Project Evaluations for initial alternatives.	High
I-25	City/City	Highland Avenue/23rd Street	Add an eastbound left-turn lane on the eastbound approach of Highland Ave at 23rd St. The existing bridge structure on Highland Ave may need to be widened to accommodate the turn lane.	Low
I-26	City/City	Highland Avenue/17th Street	Construct curb extensions to slow right turning vehicles from Highland, stripe high visibility crosswalk across 17th Street approach.	High
I-27	State/City	OR 207/Highland Avenue	Extend SBR turn lane storage.	Low
I-28	City/City	SW 7th Street/W Highland Avenue	Construct a traffic signal (when warranted) or roundabout.	Medium
I-29	City/City	S 1st Place/Highland Avenue	In the short term, add hardened centerlines, increased signage & striping, new crossing locations, and crossing guards during school drop off and pick-ups. In the long term, construct a traffic signal (when warranted).	High

Project Number	Roadway Ownership	Intersection	Project Description	Priority
I-30	State/City	US 395/Highland Avenue	Upgrade to audible pedestrian push buttons, add leading pedestrian intervals, add westbound right turn lane, and add signage and striping indicating bikes share the road at Highland Ave approaches.	Medium
I-31	City/City	SE 4th Street/E Highland Avenue	Conduct an ICE study to determine recommended traffic control. Additional traffic analysis may be needed to determine how the nearby US 395 and Highland intersection impact this intersections operations and queuing.	High
I-32	City/City	E Highland Avenue/SE 10th Street	This is a two-phase project. Phase One converts the intersection to high visibility all way stop control. Phase Two installs a roundabout.	Low
I-33	State/City	US 395/SE 4th Street	Upgrade to audible push button, add leading pedestrian interval, widen to add left turn lanes on both 4th St approaches, add traffic separators on left turn lanes, and evaluate addition of time-of-day restriction to permissive left turns.	Medium
I-34	State/City	OR 207/Gettman Road	Add intersection lighting.	Low
I-35	State/City	US 395 /Gettman Road Extension	Conduct an ICE study with the completion of the Gettman Road Extension to determine the recommended traffic control at this intersection. Consider constructing an interim pedestrian crossing with pedestrian refuge island and RRFB if intersection control is not upgraded beyond stop-control with completion of the extension.	High
I-36	State/City	US 395/Airport Way	Conduct an ICE study to evaluate a change in traffic control at the intersection (e.g., traffic signal, roundabout). ODOT's planned RCUT corridor project, Project R-53, may also result in an alternative configuration.	Medium

Project Number	Roadway Ownership	Intersection	Project Description	Priority
I-37	State/City	US 395 / Campbell Drive / Airport Road	Conduct an ICE study to evaluate a change in traffic control at the intersection (e.g., traffic signal, roundabout). ODOT's planned RCUT corridor project, Project R-53, may also result in an alternative configuration.	Medium
I-38	State/City	US 395/Kelli Boulevard	Conduct an ICE study to evaluate a change in traffic control at the intersection (e.g., traffic signal, roundabout). ODOT's planned RCUT corridor project, Project R-53, may also result in an alternative configuration.	Low
I-39	State/Private	US 395/Penney Avenue	Conduct an ICE study to evaluate a change in traffic control at the intersection (e.g., traffic signal, roundabout). ODOT's planned RCUT corridor project, Project R-53, may also result in an alternative configuration.	Medium
I-40	State/City	US 395/Ott Road	Conduct an ICE study to evaluate a change in traffic control at the intersection (e.g., traffic signal, roundabout). ODOT's planned RCUT corridor project, Project R-53, may also result in an alternative configuration.	Medium
I-41	State/City	OR 207/Feedville Road	Conduct an ICE study to evaluate a change in traffic control at the intersection (e.g., traffic signal, roundabout).	Medium
I-42	City/City	Feedville Road/Hermiston Hinkle Road	Add dedicated left turn lanes on all intersection approaches.	Low
I-43	State/City	US 395/Feedville Road	Conduct an ICE study to evaluate a change in traffic control at the intersection (e.g., traffic signal, roundabout). ODOT's planned RCUT corridor project, Project R-53, may also result in an alternative configuration.	Medium

Highlighted rows indicate the project is part of the City's priority projects list. These projects are described further in the project summary sheets in ***Attachment C***.



- Intersection Project
- Private School
- Secondary School
- Primary School
- Hospital
- Airport
- Park
- Hermiston City Limits
- Urban Growth Boundary(Study Area)

Figure 2

Intersection Projects

KITTELSON & ASSOCIATES

ADDITIONAL PROJECT EVALUATIONS

The Context & Site Analysis Memorandum, meetings with City staff, and discussions with the TAC identified locations to conduct more detailed evaluations across alternatives or to preliminarily assess potential right-of-way (ROW) and built environment impacts. Evaluations have been conducted at:

- Alternative development:
  - Elm Avenue (OR 207)/NE 10th Street
  - W Orchard Ave/S 1st Place
- ROW/built environment impact assessments:
  - W Highland Ave/SW 7th St
  - W Highland Ave/SE 4th St
  - E Main St/NE 7th St/Diagonal Blvd

These evaluations are high-level planning assessments. Further detailed engineering analyses will be needed to select final alternatives and determine actual impacts of projects.

NE 10th Street/Elm Avenue (OR 207) Intersection

The NE 10th St/Elm Ave intersection is on a school walking route and was identified as a priority location in the Hermiston Safety Action Plan (SAP). The SAP contains a project that would enhance the existing crossing, increase stop sign visibility, expand the school zone, and explore lowering the posted speed limit on OR 207 via a speed zone investigation.

The intersection is also expected to see a significant increase in traffic volumes as development occurs in the surrounding area. The analysis completed for the *Context & Site Analysis Memorandum* found that the intersection will not have adequate capacity for the NE 10th Street approaches by the year 2045 using the City's growth projections.

Given these findings, the City is interested in upgrading the traffic control at this intersection to a traffic signal or a single-lane roundabout. Figure 3 displays preliminary concepts for these alternatives. The roundabout alternative is shown centered on the current intersection. For construction staging purposes, the roundabout may be built off the center of the intersection. **Attachment C** includes a sketch of one alternative for a roundabout built off the center of the intersection.

The intersection would be expected to meet its mobility targets under either configuration. Operations results for the intersection without improvements (existing no build, future no build, and future revised growth rate no build) and with improvements (traffic signal and roundabout) are shown in Table 3.

Table 3 NE 10th Street/Elm Avenue (OR 207) Operations

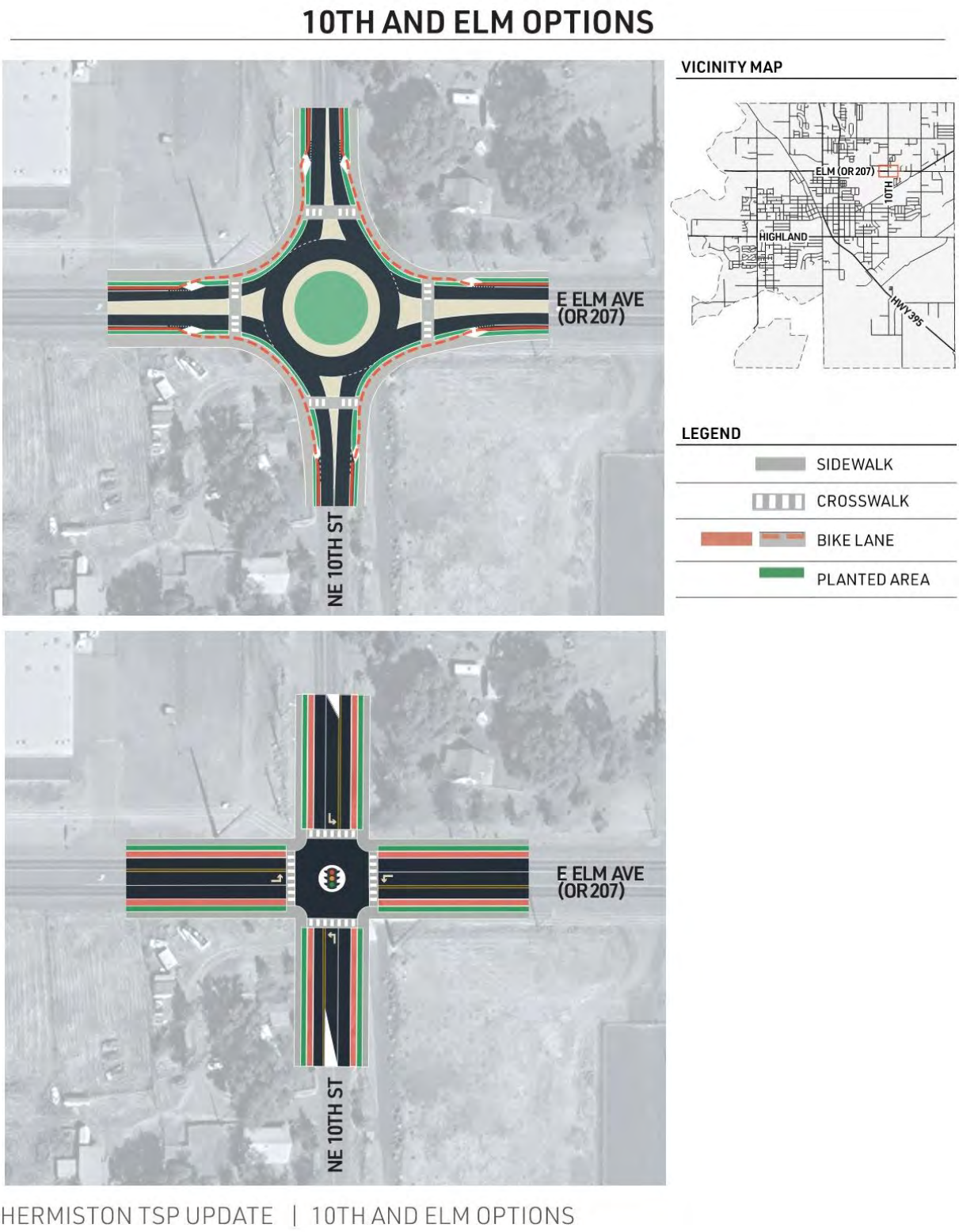
Unmitigated Intersection V/C			With Mitigations V/C	
Existing Year 2025	Future Year 2045	Year 2045 (Revised Growth)	Year 2045 (Revised Growth) Traffic Signal	Year 2045 (Revised Growth) Roundabout
Critical Movement V/C (Northbound Left)			Intersection V/C	
0.23	0.78	2.13	0.75	0.67

Operations reports are contained in **Attachment D.** A planning-level traffic signal warrant analysis using these same year 2045 traffic volumes found that volume-based warrants are not forecast to be met using the 100% warrants (OR 207 is signed at 40 MPH, right at the limit of the 100% warrants). Per current ODOT policy, signal warrants must be met before a signal will be installed on the state system. Further engineering study will be needed at the time a project is to be developed to determine whether signal warrants are met. **Attachment D** contains the preliminary signal warrant analysis.

Both types of intersection control will require additional right-of-way, with a roundabout requiring more right-of-way than a traffic signal.

In addition to completing a more detailed intersection control evaluation, including a full signal warrant analysis, selection of a preferred alternative should consider what changes may occur to traffic control at the Diagonal Boulevard/OR 207 and Townsend Road/OR 207 intersections and whether there is a desire for consistent traffic control along this stretch of OR 207.

Figure 3 NE 10th Street/OR 207 (Elm Avenue) Alternatives (Source: Urbsworks)



*See **Attachment D** for a sketch of a roundabout alternative not centered on the existing intersection.

W Orchard Ave/S 1st Pl Intersection

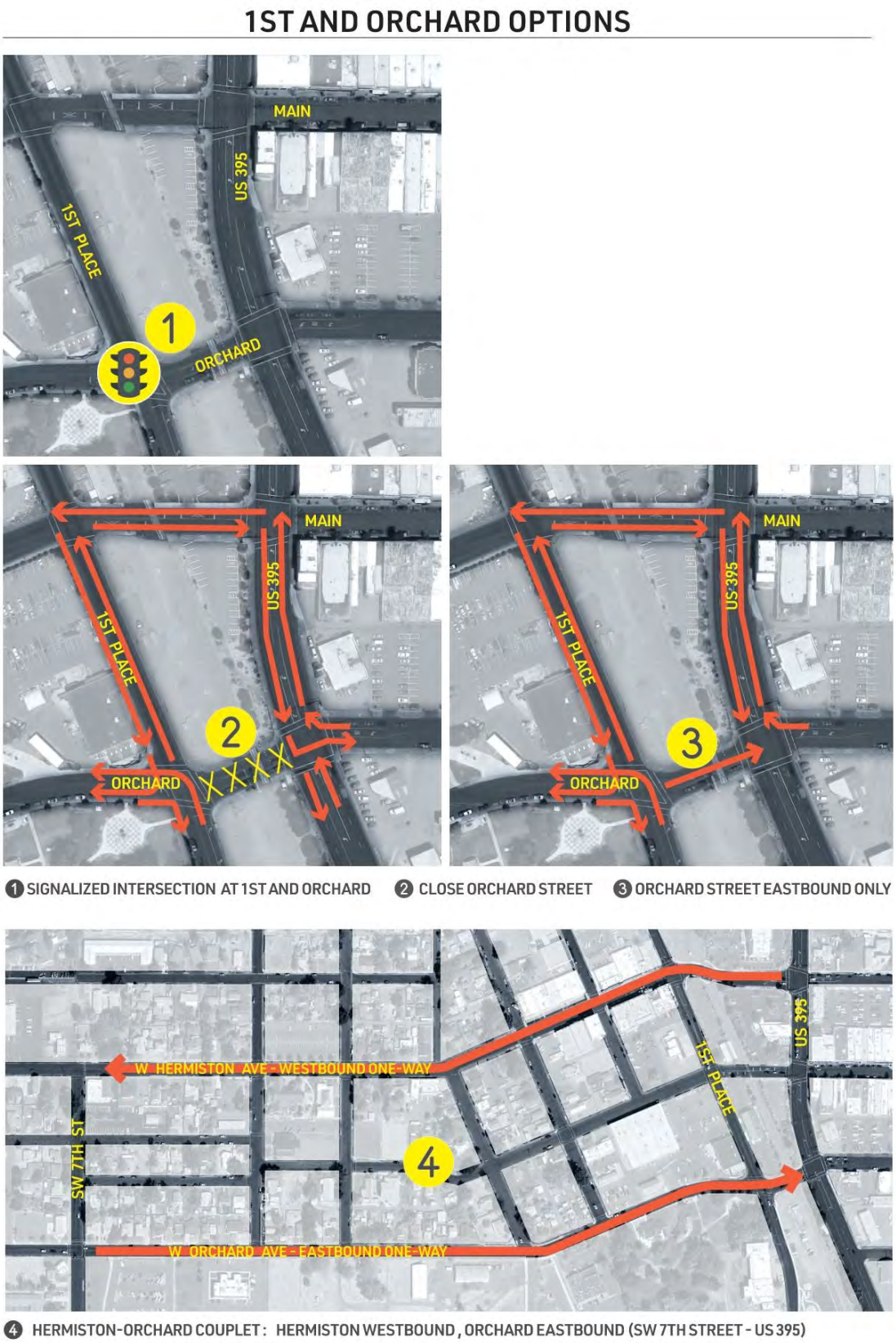
The Orchard Ave/1st Place is a known point of congestion. It was first identified for a project in the 1996 TSP. As described in the *Context & Site Analysis Memorandum,* the intersection fails to meet operational targets today.

City staff have expressed interest in exploring solutions that not only consider this intersection, but the surrounding network. There are six closely spaced intersections (three intersections on 1st Place and three intersections on US 395) in the vicinity. A change to one of these intersections may affect the other five intersections. As such, four alternatives were developed to improve operations at this intersection. Those alternatives are visualized in Figure 4 and described below:

- **Alternative #1 (Signalize Orchard Ave/1st Pl Intersection**):
  - Benefits:
    - Operational improvements that can be used to clear queues from Orchard Avenue when a train is approaching.
    - Signal would need to be coordinated with the US 395 signal and with railroad crossing to the east.
    - Standard intersection treatment that will be easily understood.
    - No impacts on travel patterns or access.
    - Likely only minor right-of-way impacts.
  - Considerations:
    - MUTCD signal warrants would need to be met before installation of a traffic signal is considered.
    - Operational improvements that can be used to clear queues from Orchard Avenue when a train is approaching, however, intersection operations may still struggle to meet standards.
    - The US 395/Orchard Street intersection is already coordinated with other signals along US 395, which could limit the benefits of coordination with this intersection if it were signalized.
    - Limited storage space for vehicles to stack between 1st Place and US 395.
- **Alternative #2 (Close Orchard Avenue Between 1st Place and US 395)**:
  - Benefits:
    - Fewer conflict points at the Orchard Ave/1st Place and Orchard Ave/US 395 intersections.
    - Removes the potential for queues on Orchard Avenue to interfere with operations at the Orchard Ave/1st Place and Orchard Ave/US 395 intersections.
  - Considerations:
    - Will result in out-of-direction travel.
    - Will add traffic volumes to Locust Avenue and Hermiston Avenue. Further study of their intersections with 1st Place and US 395 will be required to determine what changes may be needed at these intersections to accommodate the additional volume.
- **Alternative #3 (Restrict Orchard Avenue to Only Eastbound Traffic between 1st Place and US 395)**:
  - Benefits:

        - Fewer conflict points at the Orchard Ave/1st Place and Orchard Ave/US 395 intersections.
        - Removes the potential for queues on Orchard Avenue to interfere with operations at the Orchard Ave/US 395 intersection.
        - Eastbound traffic can continue to directly access US 395 and downtown Hermiston, resulting in less out-of-direction travel than Alternative #2.
    - Considerations:
        - Will result in out-of-direction travel for westbound traffic.
        - Will add traffic volumes to Locust Avenue and Hermiston Avenue. Further study of their intersections with 1st Place and US 395 will be required to determine what changes may be needed at these intersections to accommodate the additional volume.
- **Alternative #4 (Convert Hermiston Avenue and Orchard Avenue into a One-Way Couplet)**:
    - Benefits:
        - Fewer conflict points along each corridor.
        - Removes the potential for queues on Orchard Avenue to interfere with operations at the Orchard Ave/US 395 intersection and for queues on Hermiston Avenue to interfere with operations at the Hermiston Ave/1st Pl intersection.
        - One-way streets could potentially be reduced to one travel lane with the extra space repurposed for other uses.
    - Considerations:
        - Significantly changes travel patterns in this section of Hermiston and require more detailed analyses and public outreach.
        - Will result in out-of-direction travel.
        - May require speed management techniques to maintain desired speeds along the couplet.
        - Potentially the most expensive alternative due to costs associated with converting to one-way operations, including roadway reconfiguration, signal modifications, and signing and striping.

Figure 4 1st Place and Orchard Avenue Alternatives (Source: Urbsworks)



Highland Avenue Roundabout Concepts

Highland Avenue is an increasingly important east/west connection in Hermiston as development occurs in southern Hermiston. The intersections with SW 7th Street and SE 4th Street are not expected to meet the City's operational target by the year 2045. The recently adopted Safety Action Plan and ODOT's safety analysis for the TSP identified Highland Ave/SW 7th St as a priority for safety-focused improvements. Previously the 1996 TSP identified the need for a future traffic signal at Highland Ave/SE 4th St. The SAP also identified the sections of Highland Avenue and SE 4th Street through this intersection as being on the High-Injury Network.

Based on these findings, the City requested the project team explore the potential for roundabouts at these intersections. This was completed by evaluating the potential right-of-way (ROW) impacts of single-lane roundabouts of varying sizes. This was accomplished by drawing out potential inscribed circle diameters (ICDs) and then adding in the space necessary for a shared-use path and buffer space around the roundabout. The ICD sizes were taken from typical ranges provided in *NCHRP Research Report 1043: Guide for Roundabouts* (Reference 1) for single lane and compact roundabouts. Outside the ICD, there is assumed to be a four feet wide buffer and a ten feet wide shared-use path. Further engineering would be needed to determine the exact size of each roundabout, as well as the space needed to accommodate each approach.

Attachment E includes the concepts for the two intersections. Overall, roundabouts could potentially fit at both locations without impacting structures, though some amount of ROW would likely be needed. The following summarizes the results of this evaluation for each intersection:

- Highland Ave/SE 4th St:
  - A standard single lane roundabout with a 90-feet ICD would likely have ROW impacts on all four corners. However, it may not impact any structures.
  - A compact roundabout with a 70-feet ICD may only have limited ROW impacts on three corners and is not likely to impact any structures.
- Highland Ave/SW 7th St:
  - A standard single lane roundabout with a 90-feet ICD would likely have ROW impacts on all four corners and it may impact a structure on one corner.
  - A compact roundabout with a 70-feet ICD may only have limited ROW impacts on all four corners and is not likely to impact any structures.

E Main St/NE 7th St/Diagonal Blvd Roundabout Concepts

The E Main ST/NE 7th St/Diagonal Blvd intersection has five legs. The intersection is expected to see increasing traffic volumes as growth occurs in northeast Hermiston. Therefore, City staff requested the project team also evaluate the potential for a roundabout at this intersection. This evaluation was completed similarly to the Highland Avenue intersections evaluation described in the preceding section.

Three concepts were evaluated at this intersection. **Attachment F** contains the concepts. Overall, a roundabout could potentially be constructed at this location without impacting existing buildings; however, to avoid impacting existing buildings, there would likely need to be some road realignment completed to convert the intersection into a four-leg intersection. The following summarizes the concepts evaluated and the results:

- Maintaining 5-legs into a single roundabout
  - Would require a large ICD to accommodate 5 legs and would likely impact ROW on four corners and a structure on one corner.
- 4-leg roundabout shifted east
  - Would remove the SE 7th Street approach from the intersection, though it could potentially be retained as right-in/right-out access onto E Main Street.
  - Would likely impact ROW on two parcels but may be able to avoid structure impacts.
- Oval shaped roundabout on current intersection
  - Would require realigning E Main Street into Diagonal Boulevard east of the intersection, or potentially realigning Diagonal Boulevard into E Main Street
  - Would likely have limited ROW impacts to parcels on four corners of the intersection and more substantial impacts where E Main Street is realigned
  - Would likely avoid impacting existing structures

Functional Classification Changes

Roadway functional classifications organize streets based on their role in the transportation system. The classifications define a street by their intended mobility and access control as they relate to land use. They designate desired street characteristics such as operational and design characteristics, pavement width, driveway (access) spacing requirements, and context-appropriate pedestrian and bicycle facilities.

LOCAL CLASSIFICATIONS

The City of Hermiston uses four roadway classifications: Arterials, Collectors, Local streets, and Private streets. Descriptions for each classification are below:

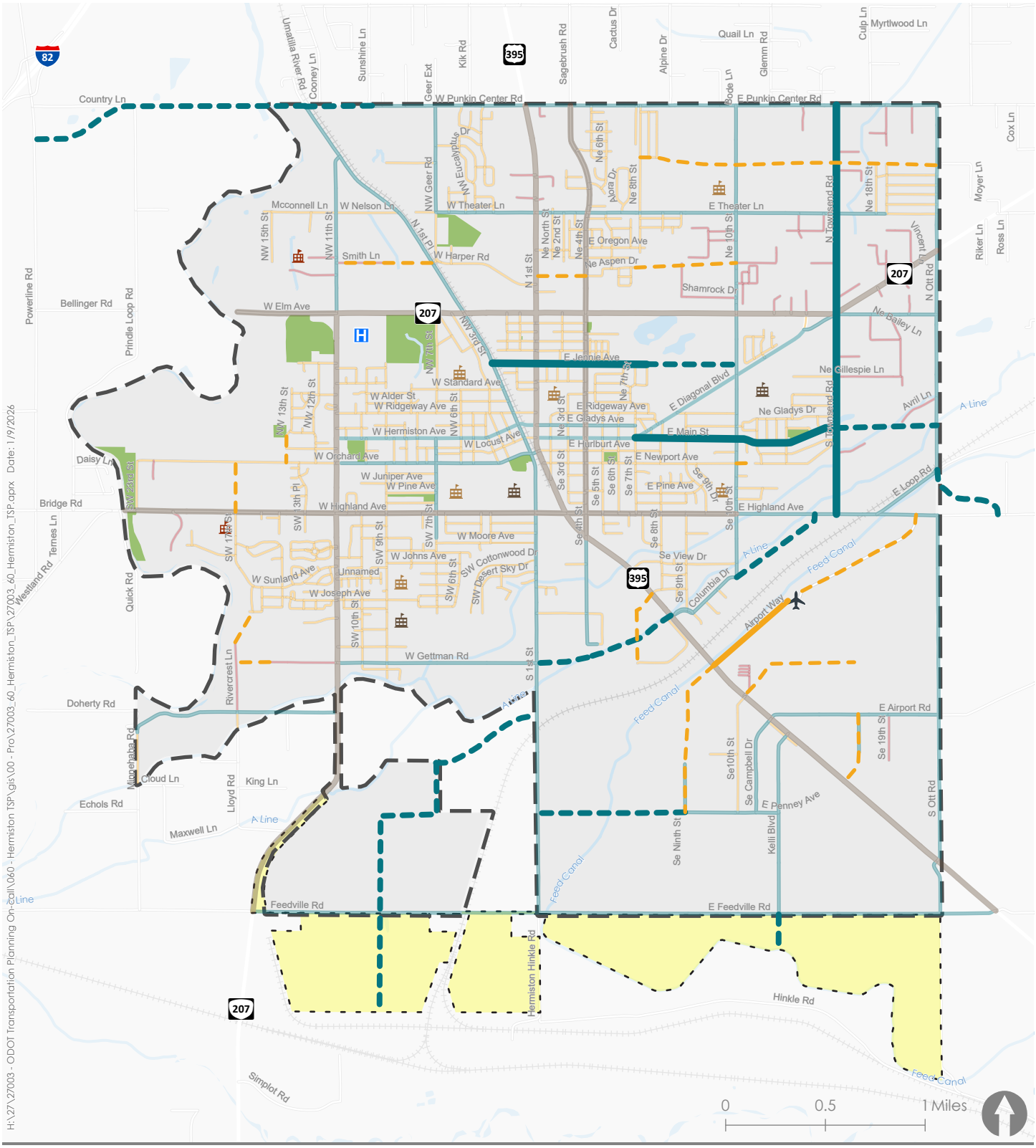
- **Arterials** are major roadways designed primarily to facilitate traffic flow into and out of urban areas. While arterials may provide access to adjacent properties, their primary function is to accommodate major traffic movements. Their traffic volumes and speeds (usually 35 mph or greater) may require the separation of people walking and biking from motor vehicles to be comfortable for users.
- **Collectors** connect arterials with the local street network. Collectors gather traffic from local streets and sometimes provide direct land access, channeling it toward arterial roads. They are generally shorter than arterials and operate at moderate speeds.
- **Local Streets** are primarily intended to provide access to abutting land uses. Local streets offer the lowest level of mobility and consequently tend to be short, low-speed facilities (25 mph or lower). As such, local streets typically primarily serve passenger cars, pedestrians, and bicyclists; and heavy truck traffic is discouraged, except for local deliveries. On-street parking is common, and sidewalks are typically present.
- **Private Streets** provide direct access to developments. The maintenance and regulation of street-use is controlled by the roadway owner.

Recommended Hermiston Functional Classification Changes

Functional classification designations align the design of a roadway with its intended function. Based on a review of the existing Hermiston functional classification system, the following opportunities have been identified to better align the classifications with the intended use of the roadway as well as to better algin the roadway with existing and future development patterns. Recommended changes to current classifications are summarized in Table 4 and Figure 5.

Table 4 Recommended Hermiston Functional Classification Changes

Street Segment	City Classification		Rationale for Change
	Current	Proposed	
Townsend Road	Local	Collector	Connecting Townsend Road through OR 207 makes it a complete north/south connection in the eastern portion of the city.
Jennie Avenue	Local	Collector	Jennie Avenue's east extension would make it a significant east/west connection in the city.
Main Street	Local	Collector	Main Street's east extension to Ott Road would make it a significant east/west connection in the city.
Airport Way	Collector	Local	City staff requested this change as the plans for it have changed and reduce its planned role in the system.



Proposed Change to Existing Functional Classification

- Collector
- Local

Classification of Proposed New Roadway/Extension Projects

- Collector
- Local

Existing Functional Classification

- Arterial
- Collector
- Local
- Private

- Hospital
- Airport
- Secondary School
- Primary School
- Private School
- Water
- Hermiston City Limits
- Park
- UGB Expansion
- Urban Growth Boundary (Study Area)

Figure 5

Recommended Functional Classification Changes

KITTELSON & ASSOCIATES

FEDERAL CLASSIFICATIONS

The Federal Highway Administration (FHWA) classifies key urban and rural roads as Interstates, Other Freeways and Expressways, Other Principal Arterials, Minor Arterials, Major and Minor Collectors, or Local Roads. All public roadways within the UGB are federally designated as urban roadways.

The federal classifications relevant to the Hermiston UGB and their FHWA definitions[1] are described below:

- **Other Principal Arterials** serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Unlike their access-controlled counterparts, abutting land uses can be served directly. US 395 is the only Other Principal Arterial in the UGB.
- **Minor Arterials** provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. In an urban context, they interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes. OR 207 and portions of NE 4th Street and Highland Avenue are Minor Arterials in the UGB.
- **Collectors** serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network.
- **Local Roads** are not intended for use in long-distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land.

The FHWA provides financial assistance for roadways through the Federal-aid Highway Program. The FHWA uses the Federal functional classification system to determine eligibility for funding under the Federal-aid Highway Program, which provides financial assistance for construction, maintenance, and operations of local and state roadways. The functional classifications eligible for the Program include urban minor collectors, major collectors, minor arterials, principal arterials, and interstates. As identified in the *Context and Site Analysis Memorandum*, several FHWA classifications are not in alignment with the City's classifications. Table 5 highlights where these conflicts exist and identifies where it is recommended that the city work with FHWA to update their classifications, bringing them in alignment with the City's vision of the transportation network.

[1] Federal Highway Administration. February 2023. Highway Functional Classification Concepts, Criteria, and Procedures. https://www.fhwa.dot.gov/planning/processes/statewide/related/hwy-functional-classification-2023.pdf

Table 5 Streets with Conflicting Functional Classification Designations

Street	Extents	FHWA Classification	City Classification (Recommended)[1]
NE 4th Street	OR 207 to US 395	Collector	Arterial
NW 7th Street	OR 207 to W Ridgeway Avenue	Collector	Local
Jennie Avenue	N 1st Place to NE 8th Place	Collector	Local (Collector)
NE 7th Street	Jennie Avenue to Highland Avenue	Collector	Local
W Ridgeway Avenue	OR 207 to N 1st Place	Collector	Local
E Hurlbert Avenue	US 395 to SE 8th Street	Collector	Local
SE 4th Street	US 395 to Christiansen Lp	Local	Collector
Columbia Drive	Highland Drive to US 395	Local	Collector
Airport Way	US 395 to Airport	Local	Collector (Local)
E Penney Avenue	SE 9th Street to Kelli Boulevard	Local	Collector
SE Campbell Drive	E Penney Avenue to US 395	Local	Collector
E Airport Road	US 395 to Ott Road	Local	Collector

Blue cells indicate where the city should evaluate updating their classifications to match FHWA's and Grey shaded cells indicate where the city should work with FHWA to update their classifications to match the city's.

[1]Reccomended classifications shown in parentheses refer to the proposed changes in identified in Table 4.

Programs and Plans

In addition to identifying potential projects, the project team also identified potential programs and plans to support the transportation system based on input from City staff and the project team's review of the City's street sections. Through the TSP update process, the following programs and plans were identified:

- Evaluate adopting Alternative Mobility Targets for US 395 through Hermiston by completing a US 395 refinement plan.
  - The US 395/OR 207 intersection is projected to no longer meet its current adopted mobility target (volume-to-capacity (v/c) ratio of 0.85) by the year 2045. The US 395/OR 207 intersection could meet its target in 2045 if a westbound right-turn lane were added to the intersection. This would impact the adjacent parcel, potentially requiring relocating the existing use. This could make the project cost-prohibitive and undesirable from a land-use perspective.
  - The US 395/Gladys Ave-Hermiston Ave intersection is projected to be nearing its target by the year 2045. This intersection is located adjacent to the downtown core. In addition to not impacting adjacent land-uses, the City desires to maintain a walkable environment.

Adding turn lanes at this intersection or the nearby US 395/Main St-Locust Ave and US 395/Orchard Ave-Hurlburt Ave intersections would increase crossing distances.

  - The refinement plan will need to be completed in cooperation with ODOT. It should evaluate long-term multimodal mobility needs and determine if Alternative Mobility Targets should be adopted, and if so, what they should be. Key considerations of such a study would include:
    - The feasibility or practicality of meeting the current mobility targets.
    - Considerations of the broader multimodal transportation system and the potential for demand management and improving comfort and connectivity for people walking, biking, and taking transit to play a role in improving mobility.
    - How land-use codes and policies may play a role in affecting US 395.
    - Potentially addressing the downtown circulation study described in projects I-16, 19, 23, and 24.
- Update the City's Traffic Impact Analysis (TIA) Guidelines in the *Public Works Standards, Technical Specifications, and Standard Drawings* to require a TIA be completed for a development generating more than 300 vehicle trips per weekday (this is a reduction from the current requirement of 1000 trips) and to exempt residential developments form preparing another TIA if one has been prepared for the same, or greater, number of units with the same site plan in the last five years.
  - Additionally, any other policy document or city code related to TIAs should reference the *Public Works Standards* for current TIA requirements to avoid inconsistent language or requirements.
- Increase residential setbacks where driveways are expected so that personal vehicles parked in driveways do not block the sidewalk.
- Evaluate development standards to improve street connectivity as new development occurs.
- Pilot test permeable pavement materials for off-street parking and update code to allow these materials if successful.
- Evaluate updating standard street cross-sections to include:
  - Pathways or separated bike lanes on arterials
  - Provide flexibility in travel lane widths on arterials
  - Add a sidewalk buffer to arterials in the Central Business District
  - Queuing/yield street options for local residential streets

ACTIVE TRANSPORTATION SYSTEM

Active transportation projects that promote a safe, efficient, and connected active transportation network for people walking, biking, and rolling. Treatments include sidewalks, multi-use paths, and bicycle lanes.

Projects are organized into Pedestrian and Bicycle categories and are described in the sections that follow. Pedestrian alternatives focus on new sidewalks and sidewalk infill along city streets, while bicycle alternatives include multi-use paths and on-street bicycle lanes. Together, these improvements enhance the multimodal transportation system and support more walking and biking, consistent with the goals of the TSP Update.

Walking and Rolling Projects

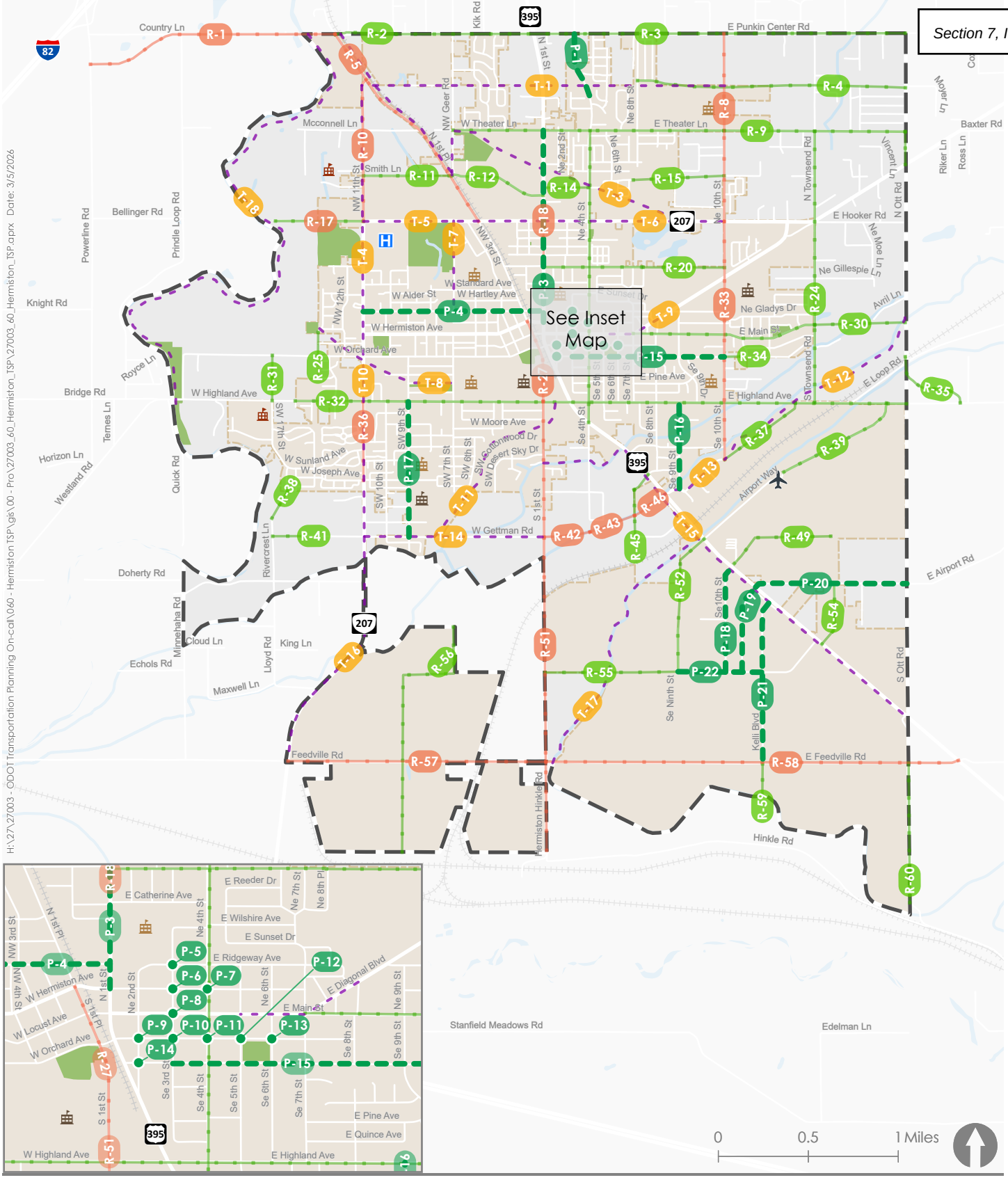
Pedestrian system projects focus on filling in sidewalk gaps along key corridors. These improvements strengthen access to destinations and provide a more comfortable environment for people walking and rolling.

Table 6 identifies the proposed pedestrian-specific projects and Figure 6 shows their locations. Priorities at this stage reflect most evaluation criteria. They will be updated to later reflect all criteria as more data is made available, as well as input from the project team, advisory committee, and community. The table only includes stand-alone sidewalk projects. As noted in the previous section, several of the roadway and intersection projects also include sidewalk, crossing, or accessibility related elements that would improve the pedestrian network. Trail projects, discussed in the following section, would also expand the walking network in Hermiston. Figure 6 shows these roadway and trail projects, as well as the pedestrian-specific projects, providing a comprehensive look at the proposed pedestrian network.

Table 6 Pedestrian Projects

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
P-1	City	NE 4th Street	Punkin Center Road	E Francolin Avenue	Fill in sidewalk gaps along the length of the corridor.	Medium
P-2	City	Home Depot Parking Lot	Harper Road	Theater Lane	Construct a sidewalk connection from Harper Rd to Theater Ln through the Home Depot parking lot.	Low
P-3	State	US 395	Gladys Avenue	Theater Lane	Construct additional pedestrian crossings along US 395 between Gladys Ave and Theater Ln. Potential locations include Catherine Ave, Harper Road or Aspen Drive extension, and Oregon Street.	Medium
P-4	City	Ridgeway Avenue	OR 207	US 395	Fill in sidewalk gaps along the length of the corridor.	Low
P-5	City	Ridgeway Avenue	3rd Street		Construct curb extensions at the Ridgeway Ave / 3rd St intersection.	Low
P-6	City	Gladys Avenue	3rd Street		Construct curb extensions at the Gladys St / 3rd St intersection.	Low
P-7	City	Gladys Avenue	4th Street		Construct curb extensions at the Gladys St / 4th St intersection.	Low
P-8	City	Main Street	3rd Street		Construct curb extensions at the Main St / 3rd St intersection.	Low
P-9	City	Hurlburt Avenue	2nd Street		Construct curb extensions at the Hurlburt Ave / 2nd St intersection.	Low
P-10	City	Hurlburt Avenue	3rd Street		Construct curb extensions at the Hurlburt Ave / 3rd St intersection.	Low

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
P-11	City	Hurlburt Avenue	4th Street		Construct curb extensions at the Hurlburt Ave / 4th St intersection.	Low
P-12	City	Hurlburt Avenue	5th Street		Construct curb extensions at the Hurlburt Ave / 5th St intersection.	Medium
P-13	City	Hurlburt Avenue	6th Street		Construct curb extensions at the Hurlburt Ave / 6th St intersection.	Medium
P-14	City	Newport Avenue	2nd Street		Construct curb extensions at the Newport Ave / 2nd St intersection.	Low
P-15	City	Newport Avenue	NE 3rd Street	SE 10th Street	Fill in sidewalk gaps along the length of the corridor.	Low
P-16	City	SE 9th Street	Port Drive	Highland Avenue	Fill in sidewalk gaps along the length of the corridor.	Medium
P-17	City	SW 9th Street	Highland Avenue	Gettman Road	Fill in sidewalk gaps along the length of the corridor.	Medium
P-18	City	SE 10th Street	US 395	E Penney Avenue	Fill in sidewalk gaps along the length of the corridor.	Medium
P-19	City	SE Campbell Road	US 395	Penney Avenue	Fill in sidewalk gaps along the length of the corridor.	Medium
P-20	City	Airport Road	US 395	Ott Road	Fill in sidewalk gaps along the length of the corridor.	Medium
P-21	City	Kelli Boulevard	US 395	Feedville Road	Fill in sidewalk gaps along the length of the corridor.	Medium
P-22	City	Penney Avenue	SE 9th St	US 395	Fill in sidewalk gaps along the length of the corridor.	Medium



- Multi-Use Trail Projects
- Fill Sidewalk Gaps
- Pedestrian Projects Intersections

Roadway Projects With Pedestrian Improvements

- Fill Sidewalk Gaps/ New Sidewalks
- Multi-Use Trail
- Hospital
- Airport
- Private School
- Secondary School
- Primary School
- Park
- Hermiston City Limits
- Urban Growth Boundary(Study Area)

Figure 6

Pedestrian Projects

Biking and Trail Projects

Bicycle system projects focus on multi-use paths and on-street bicycle lanes that improve comfort, connectivity, and access for people riding bikes. These improvements expand low-stress options, strengthen links between key destinations, and support a safer, more convenient environment for riders of all ages and abilities. Recently completed city projects like the Hermiston Parks, Recreation and Open Spaces Master Plan (HPROS) have begun to define the development of the trail network, built upon by this TSP.

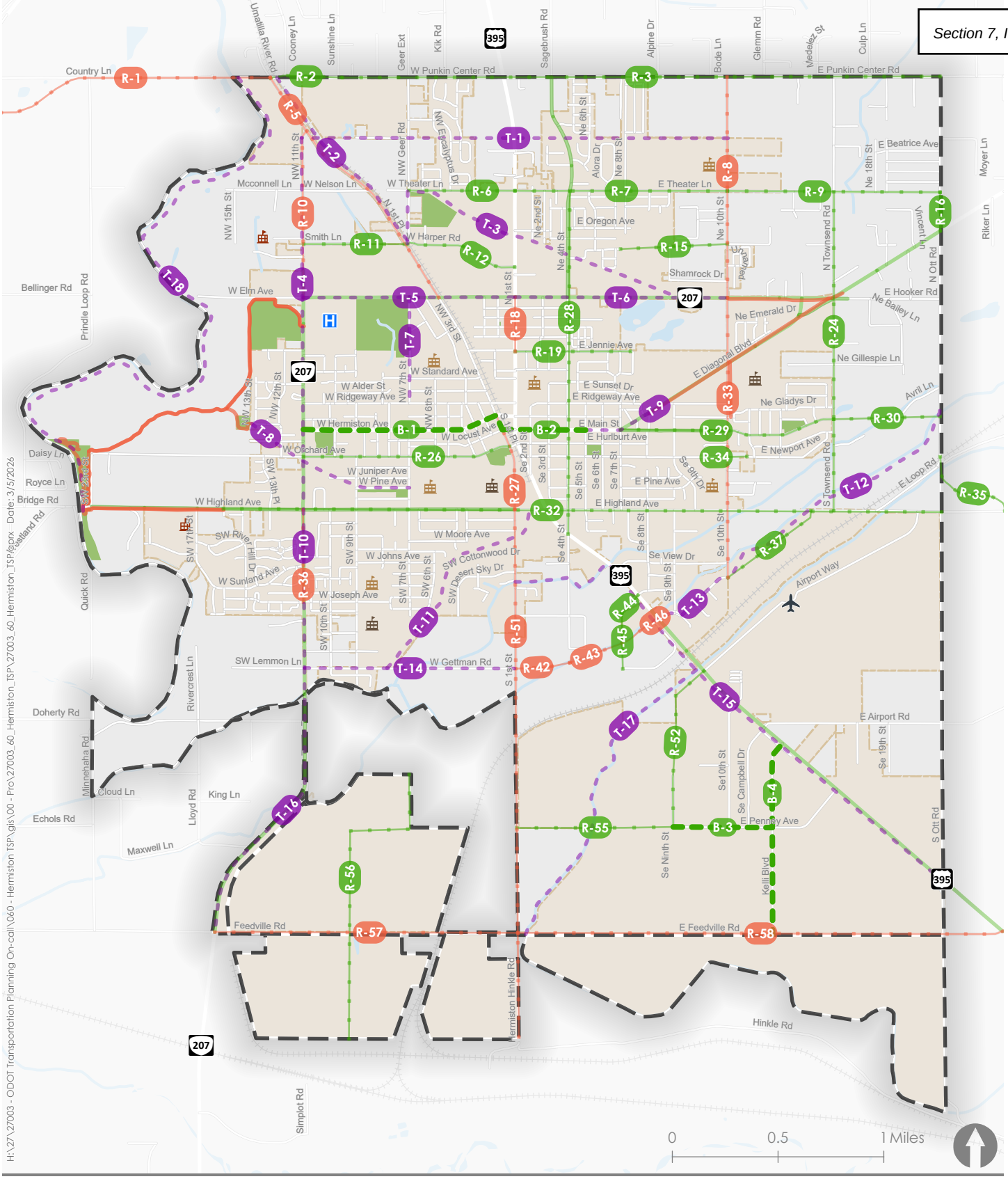
Table 7 identifies the proposed bicycle projects. Priorities at this stage reflect most evaluation criteria. They will be updated to later reflect all criteria as more data is made available, as well as input from the project team, advisory committee, and community. Figure 7 illustrates the recommended bicycle improvement locations, including facilities that would be constructed as part of roadway segment projects.

Table 7 Bicycle and Trail Projects

Bicycle Projects						
Project Number	**Roadway Ownership**	**Roadway Segment**	**Start**	**End**	**Project Description**	**Priority**
B-1	City	Hermiston Avenue	OR 207	S 1st Pl	Construct new on-street bike lanes.	Low
B-2	City	Main Street	1st Pl	NE 5th St	Construct new on-street bike lanes.	Low
B-3	City	Kelli Boulevard	US 395	Kelli Blvd	Construct new on-street bike lanes.	Medium
B-4	City	Penney Avenue	SE 9th St	US 395	Construct new on-street bike lanes.	Medium
Trail Projects						
Project Number	**Roadway Ownership**	**Roadway Segment**	**Start**	**End**	**Project Description**	**Priority**
T-1	Numerous Property Owners	N/A	N 1st Pl	NE 10th St	Construct a multi-use trail along a new right of way from N 1st Place to NE 10th St to provide bike/ped connection for new development. From HPROS Plan.	Low
T-2	Railroad	Union Pacific Railroad	W Punkin Center Rd	Harper Rd	Construct a multi-use trail along the Union Pacific Railroad right-of-way as part of the Umatilla River Trail.	Low
T-3	Irrigation District	Hermiston Ditch	NW Geer Rd	OR 207	Construct a multi-use trail along the Hermiston Ditch to connect with existing trail along NE 10th St. From HPROS Plan.	Low
T-4	State	OR 207	Hermiston Ave	N 1st Pl	Construct a multi-use trail along OR 207. From HPROS Plan.	Low
T-5	State	OR 207	Elm Ave	US 395	Construct a multi-use trail along OR 207.	Medium
T-6	State	OR 207	US 395	NE 10th St	Construct a multi-use trail along OR 207 on the south side tying into the segment to the east.	Low

T-7	City	NW 7th Street	OR 207	Ridgeway Ave	Construct a multi-use trail along NW 7th St. This area has a school, multiple parks, and playgrounds along the segment.	Medium
T-8	Irrigation District	Unnamed Ditch/ Stream	NW 13th St	SW 7th St	Construct a multi-use trail along stream/ditch and Belt Park right-of-way to connect with existing Volunteer Park Trail. From HPROS Plan.	Low
T-9	City	E Diagonal Blvd/E Main St	SE 5th St	NE 8th St	Construct a multi-use trail to connect existing Diagonal Blvd trail to downtown & bike lane project on Main Street. From HPROS Plan.	Low
T-10	State	OR 207	Hermiston Ave	Gettman Rd	Construct a multi-use trail along OR 207. From HPROS Plan.	Low
T-11	Railroad	Union Pacific Railroad	Gettman Rd	Highland Ave	Construct a multi-use trail along the Union Pacific Railroad right-of-way. From HPROS Plan.	Low
T-12	Irrigation District	A Line Canal	SE10th St	Ott Road	Construct a multi-use trail along the A-Line Canal to provide multimodal connections between three collectors on the city's east side.	Low
T-13	City	Columbia Avenue	US 395	SE 10th St	Construct a multi-use trail along Columbia Avenue to connect with Gettman extension multi-use trail.	Medium
T-14	City	W Gettman Rd	OR 207	Hermiston Hinkle Rd	Construct a multi-use trail along W Gettman Rd to provide bike/ped connection for new development. From HPROS Plan.	Low
T-15	State	US 395	Hermiston Hinkle Rd	UGB boundary	Construct a multi-use trail as part of the Umatilla River Trail to connect with future S 1st St with future trail along railroad right of way.	Low
T-16	City	SW 11th St (OR 207)	W Gettman Rd	Feedville Rd	Construct a multi-use trail along SW 11st St to provide bike/ped connection for new development in southern Hermiston.	Low

T-17	Irrigation District	Feed Canal	Feedville Road	US 395	Construct a multi-use trail along the Feed canal to provide bike/ped connection for new development in southern Hermiston.	Low
T-18	N/A	Umatilla River	W Punkin Center Rd	W Highland Ave	Construct a multi-use trail following the Umatilla River, connecting to the existing Oxbow Trail. From HPROS Plan.	Low



- New Bike Lanes
- Multi-Use Trail

Roadway Projects with Bicycle Improvements

- On-Street Bike Lane
- Multi-Use Trail

Existing Bicycle Facilities

- Bike Lane / Roadway Shoulder
- Existing Multi-Use Trails

- Hospital
- Airport
- Secondary School
- Primary School
- Private School
- Park
- Hermiston City Limits

- Urban Growth Boundary (Study Area)

Figure 7

Bicycle and Trail Projects

KITTELSON & ASSOCIATES

Programs and Plans

In addition to identifying potential projects, the project team also identified potential programs and plans to support the transportation system based on input from City staff and the project team's review of the City's street sections. Through the TSP update process, the following programs and plans were identified:

- Update standard street cross-sections as noted under the Roadway System section.
- Develop and implement a process for filling in sidewalk gaps and enhancing crossings along walking routes to schools.

TRANSIT SYSTEM

Transit plays a critical role in providing mobility for Hermiston residents, particularly youth, seniors, and people who do not, or cannot, drive. Kayak Transit and Morrow County are the primary regional providers, offering free fixed-route service that connects Hermiston to surrounding communities in Northeastern Oregon and Southeastern Washington. Most bus stops in Hermiston lack amenities such as shelters, benches, signage, and accessible waiting areas. Enhancing these facilities would improve comfort, safety, and visibility for riders and strengthen transit's role within the broader multimodal network.

To better support regional transit operations and improve transfer opportunities, there is a growing need for a dedicated transit hub within the city. Several potential locations are being considered to identify the most convenient and effective site for riders and operators. Together, these system needs highlight opportunities to enhance transit access, improve user experience, and align with the goals of the TSP Update.

Transit Projects

Transit projects in this plan focus on improving service, facilities, and connectivity for riders. Projects include a new fixed-route connection, upgrades to existing bus stops, and potential sites for a future transit hub. These enhancements aim to increase comfort and accessibility at stops, strengthen regional linkages, and provide more reliable and convenient transit options within Hermiston.

The transit alternatives included in this plan are informed by recommendations from the 2023 Umatilla County Transit Development Plan and CTUIR's 2025 Hermiston–Tri Cities Route Study, both of which identify opportunities to expand service and improve multimodal access to transit. Table 8 and Figure 8 summarize the recommended projects, their priorities, and the locations where improvements would be implemented. Priorities at this stage reflect most evaluation criteria. They will be updated to later reflect all criteria as more data is made available, as well as input from the project team, advisory committee, and community.

Table 8 Transit Projects

Project Number	Location	Project Description	Priority
PT-1A	W Elm Ave across from Good Shepherd Health Care System	Alternate location for transit center on vacant land across from Good Shepherd Health Care System. (CTUIR Hermiston-Tri Cities Route Study)	Low
PT-1B	Walmart	If not upgraded to transit center, improve bus stop amenities. May include shelters, benches, route information, and bike racks. (Umatilla County TDP)	Low
PT-1C	N 1st Place / Hermiston Avenue	Alternate location for transit center on UPRR right-of-way.	Low
PT-1D	W Locust Ave/SW 2nd St	Alternate location for transit center at existing bus stop. (CTUIR Hermiston-Tri Cities Route Study)	Low
PT-1E	US 395/Port Dr	Alternate location for transit center on vacant land near BMCC & Umatilla County Circuit Court. (CTUIR Hermiston-Tri Cities Route Study)	Low
PT-2	Hermiston - Tri Cities	Begin new transit service connecting Hermiston to Tri-Cities to improve accessibility to major employment clusters and regional transportation such as Amtrak and Tri-Cities Airport. (CTUIR Hermiston-Tri Cities Route)	Medium

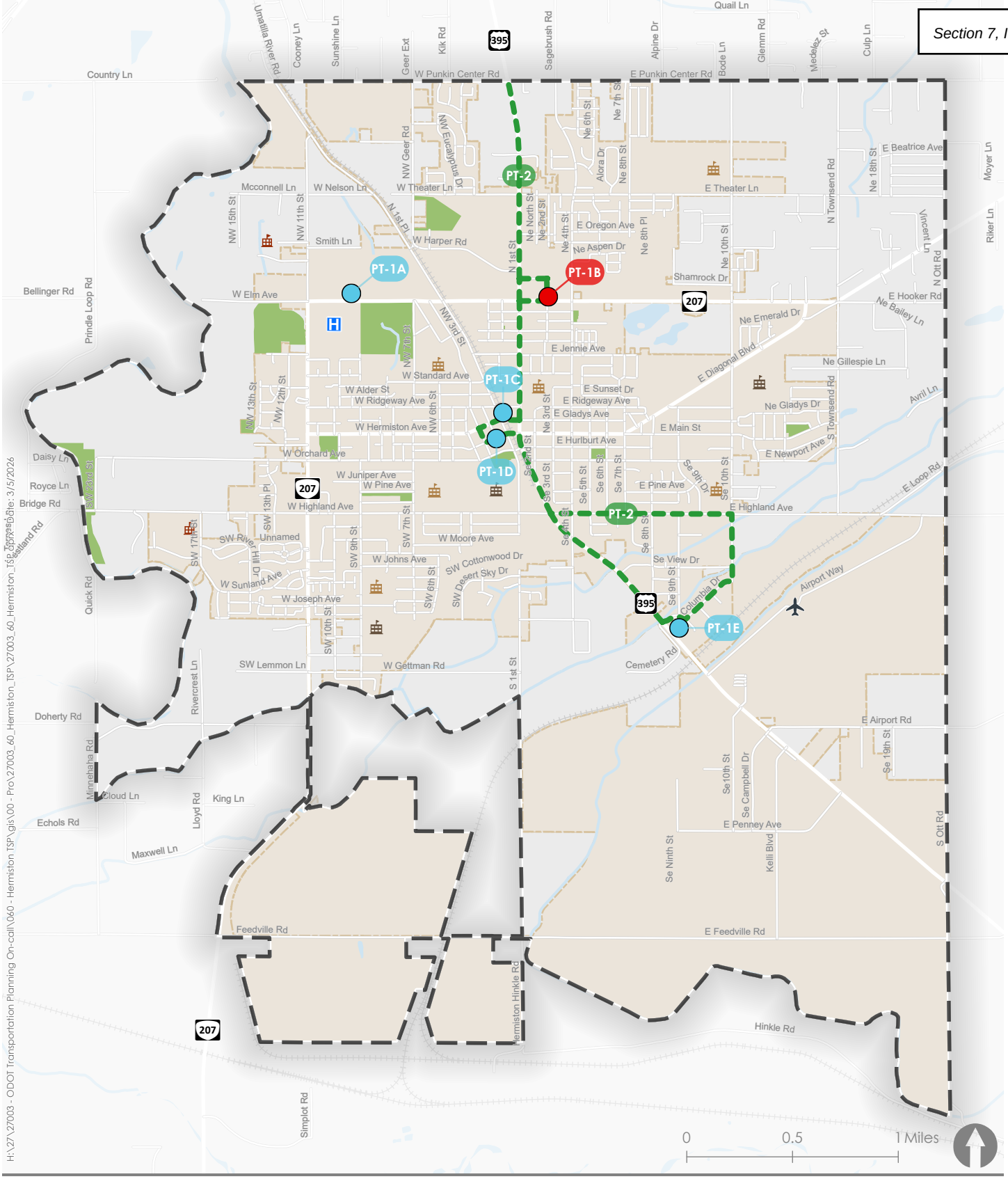


Figure 8

Transit Projects

Programs and Plans

In addition to identifying potential projects, the project team also identified potential programs and plans to support the transportation system based on input from City staff. Through the TSP update process, the following programs and plans were identified:

- Develop a program to prioritize and improve bus stops throughout the city.
- Maintain current taxi-based paratransit service and adapt as needed to evolving needs within the city.
- Continue to partner with Kayak for fixed-route public transit services.

RAIL SYSTEM

As noted in Technical Memorandum #2, there are several rail corridors that travel through Hermiston. Most rail lines intersecting developed, or developing, portions of the city see infrequent rail traffic. Given this, there are no specific rail projects identified for inclusion in the Hermiston TSP update.

However, several roadway or intersection projects involve roads crossing a rail line or affect proximate intersections. These projects will need to consider their impact on existing crossings and may result in upgraded crossing infrastructure. The roadway and intersection projects potentially affecting rail crossings are as follows:

- Roadway project (see Figure 1): R-2, R-12, R-32, R-35, and R-57
- Intersection projects (see Figure 2): I-6, I-8, I-15, I-16, I-19, I-23, I-24, and I-41

PIPELINE SYSTEM

As noted in Technical Memorandum #2, within Hermiston there is a four-inch diesel line to Hinkle Yard. The pipeline originates in the city of Umatilla to the north and proceeds along the east side of East 10th Street in Hermiston. In addition, natural gas in the area is supplied via a pipeline which runs northwest to southeast. This line crosses US 395 north of Hermiston and does not lie within the city limits. There are no pipeline projects within this TSP, but the city should continue to coordinate with pipeline operators if any projects or construction will impact, expose, or otherwise interfere with pipeline operations.

MODIFICATION OF PREVIOUS PLANNING DOCUMENTS

The proposed projects described in this memorandum will result in modifications or elimination of the following projects from the 1996 TSP, described in Table 9. The table only includes previously planned projects that have not been completed.

Table 9 Modifications to Previous Planning Documents

Planning Document	Previous Project ID (s)	Location	Original Project Description	Explanation of Modification
Street Improvements				
1996 TSP	44	Elm extension	Potential Umatilla River Bridge	City staff requested removal.
1996 TSP	29	New Street	Construct a new street	Removed as the street would likely be constructed by development.
1996 TSP	10	Evelyn Extension	Extend Evelyn to Christiansen Loop	Modified extents to remove the connection to Mckinney Ave per City staff direction.
1996 TSP	17, 19, 22, 23, 24, 25, 26, 31, 35, 36, 39, 40, 42, 43	Across the city	Construct new streets	Removed per discussion with City staff.
Signal Improvements				
1996 TSP	6	Highland Ave/SE 4th St	Signalize Intersection	Changed to roundabout.
1996 TSP	3	Highland Avenue/1st Place	Signalize Intersection	This is now a two-phase project based on outcomes from the safety action plan. The location will still ultimately be converted to a traffic signal or roundabout.
Intersection Improvements				
1996 TSP	3	Orchard Ave/1st Pl	Signalize Intersection	As described earlier in the memo, multiple alternatives are currently being considered for this location. Based on the selection, the project type may change.
Pedestrian Improvements				
1996 TSP	38, 39, 40, 42, 44, 45, 46, 47, 48	Across the city	Construct Sidewalk	Removed per discussion with City staff.
1996 TSP	20	Gettman Road	Construct Sidewalk	This project is now a multi-use trail.
1996 TSP	4, 5, 6, 11,13, 14, 18, 19, 21	Across the City	Construct Sidewalk	These projects are now multi-use trails.

Planning Document	Previous Project ID (s)	Location	Original Project Description	Explanation of Modification
1996 TSP	24	N Airport	Construct Sidewalk	Removed, the project would only be completed with new development here.
1996 TSP	22	SE 4th St	Construct Sidewalk	Removed based on City staff direction based on feasibility of connection.
1996 TSP	3	N 1st Pl Trail	Multi-Use Path	The extents of this project have changed slightly, extending south to Gettman Road.
1996 TSP	2	Hermiston Ditch Trail	Multi Use Path	Trail is no longer planned to extend south of OR 207 but will extend northwest to Theater Lane.
Bicycles				
1996 TSP	2, 3, 4, 11, 14, 16, 17, 18, 19, 20, 22,23, 37	Across the city	On-street bike lanes, shoulder bike lanes, on-street bike routes	Projects have been transitioned to multi use trails rather than on-street facilities.
1996 TSP	26, 28, 29, 34, 35	Across the city	On-street bike lanes, shoulder bike lanes, on-street bike routes	Projects were removed due to changing roadway projects, or newly suggested improvements to parallel or alternative routes.

REFERENCES

1. National Cooperative Highway Research Program. Research Report 1043: Guide for Roundabouts. 2023

ATTACHMENTS

A. Project Evaluation Matrix
B. Safety Action Plan Projects
C. Priority Project Summary Sheets
D. NE 10th Street/ Elm Avenue (OR 207) Roundabout Sketch, Signal Warrant Analysis and Traffic Operations Results
E. Highland Avenue Roundabout Concepts
F. E Main St/NE 7th St/Diagonal Blvd Roundabout Concepts

ATTACHMENT A – PROJECT EVALUATION MATRIX

Project Number	Ranking										Evaluation Total	Priority
	Feasibility of Implementation	Right-of-way Constraints	Built Environment Constraints	Environmental/ Cultural Impacts and Mitigation	Community Priorities Alignment	Vehicular Safety	Non-motorized Safety	Mobility	Accessibility and Connectivity	Fiscal Strategy		
Roadway Projects												
R-1	-1	0	0	-1	2	0	0	2	2	-1	3	High
R-2	1	1	0	1	2	0	1	2	1	-1	8	High
R-3	1	2	1	1	2	0	1	2	2	0	12	High
R-4	0	0	-1	1	1	0	1	1	1	-1	3	Low
R-5	1	1	1	1	1	0	1	2	2	0	10	High
R-6	1	1	0	1	1	0	1	2	1	0	8	Medium
R-7	1	1	1	1	1	0	1	2	2	0	10	High
R-8	1	2	1	1	2	0	1	2	2	0	12	High
R-9	0	2	1	1	1	0	1	2	1	0	9	Medium
R-10	1	1	1	1	1	0	1	2	1	0	9	Medium
R-11	0	1	1	1	1	0	1	2	1	-1	7	Low
R-12	1	2	1	0	1	0	1	2	2	0	10	High
R-13	0	2	1	1	0	2	2	2	0	0	10	High

R-14	1	2	1	1	1	0	1	2	2	-1	10	High
R-15	1	2	1	1	1	0	1	2	1	-1	9	Medium
R-16	1	2	1	1	1	0	1	2	0	0	9	Medium
R-17	1	2	1	1	1	0	1	2	0	0	9	Medium
R-18	0	1	1	1	1	2	2	2	1	0	11	High
R-19	1	1	1	1	1	0	2	2	1	0	10	High
R-20	0	2	1	1	1	0	1	1	2	-1	8	Medium
R-21	0	2	1	1	0	1	0	0	1	-1	5	Low
R-22	0	2	1	1	0	1	0	0	1	-1	5	Low
R-23	1	2	1	1	0	1	0	0	1	0	7	Low
R-24	0	2	1	1	1	2	2	2	2	-1	12	High
R-25	1	1	1	1	1	0	1	1	1	-1	7	Low

R-26	1	2	1	1	1	2	2	2	1	0	13	High
R-27	1	1	1	1	1	0	1	2	1	0	9	Medium
R-28	1	1	0	1	2	0	1	2	1	0	9	High
R-29	1	2	1	0	0	0	1	2	1	0	8	Medium
R-30	0	1	1	1	1	0	1	2	1	-1	7	Low
R-31	1	2	1	1	1	0	1	1	1	-1	8	Medium
R-32	1	2	1	1	1	0	1	2	2	0	11	High
R-33	1	1	1	1	2	0	1	2	1	0	10	High
R-34	1	1	0	1	1	0	1	2	1	-1	7	Low
R-35	0	1	-1	1	1	0	1	2	2	-1	6	Low
R-36	1	2	1	1	1	1	2	2	2	-1	12	Programmed
R-37	1	2	1	1	1	0	1	2	2	-1	10	High
R-38	1	2	1	1	1	0	1	1	1	-1	8	Medium
R-39	1	2	1	1	1	0	1	1	2	-1	9	Medium

R-40	1	2	1	1	0	0	0	0	1	0	6	Low
R-41	1	1	0	1	1	0	1	1	1	-1	6	Low
R-42	1	2	0	1	1	0	1	2	2	-1	9	Medium
R-43	1	2	0	1	1	0	1	2	2	-1	9	Medium
R-44	1	2	1	1	1	0	1	2	0	-1	8	Medium
R-45	1	2	1	1	1	0	1	2	0	-1	8	Medium
R-46	1	2	1	1	1	0	1	2	2	-1	10	High
R-47	1	2	1	1	0	0	0	0	1	0	6	Low
R-48	1	2	1	0	0	0	0	0	0	0	4	Low
R-49	1	1	1	1	1	0	1	1	1	-1	7	Low
R-50	1	2	1	1	0	0	0	0	1	-1	5	Low
R-51	1	2	0	1	1	0	1	2	1	-1	8	Medium
R-52	1	2	1	1	1	0	1	2	1	-1	9	Medium
R-53	1	2	1	1	0	2	0	1	1	0	9	Programmed
R-54	1	2	1	1	1	0	1	1	1	-1	8	Medium
R-55	1	2	1	1	1	0	1	2	1	-1	9	Medium

R-56	1	2	1	1	1	0	1	2	1	-1	9	Medium
R-57	1	2	1	1	1	0	1	2	1	0	10	High
R-58	1	2	1	1	1	0	1	2	1	0	10	High
R-59	1	2	1	1	1	0	1	1	1	-1	8	Medium
R-60	1	2	1	1	0	0	0	1	1	0	7	Low
R-61	0	1	0	1	1	0	0	1	2	0	6	Low
Intersections												
I-1	1	2	1	1	0	2	1	1	0	0	9	Programmed
I-2	1	2	1	1	0	2	1	0	0	-1	7	Low
I-3	1	2	1	1	1	1	1	1	1	0	10	High
I-4	0	2	1	1	0	2	1	1	1	0	9	Medium
I-5	1	1	0	1	1	1	1	1	1	0	8	Medium
I-6	1	2	0	1	0	2	0	0	0	0	6	Programmed
I-7	1	1	1	0	0	1	1	1	2	-1	7	Low
I-8	1	1	1	0	0	2	1	1	0	0	7	Low
I-9	1	0	-1	1	1	2	2	1	2	0	9	Medium

I-10	1	2	1	1	1	1	2	1	0	0	10	High
I-10	1	1	1	0	1	1	2	2	1	-1	9	Medium
I-12	1	1	1	0	0	1	1	1	2	-1	7	Low
I-13	1	1	1	1	1	2	2	1	1	0	11	High
I-14	1	1	0	1	2	1	1	1	1	0	9	High
I-15	1	2	1	0	0	1	0	1	0	0	6	High
I-16	0	0	0	0	0	0	0	0	0	0		High
I-17	1	2	1	1	0	1	1	1	0	0	8	Medium
I-18	0	2	1	1	0	2	1	0	0	0	7	Low
I-19	0	0	0	0	0	0	0	0	0	0		High
I-20	1	1	0	1	2	1	1	1	1	0	9	High

I-21	1	2	1	1	1	1	2	1	1	-1	10	High
I-22	0	1	0	1	0	2	1	1	0	0	6	Low
I-23	0	0	0	0	0	0	0	0	0	0		High
I-24	0	0	0	0	0	0	0	0	0	0		High
I-25	-1	1	0	-1	0	1	0	1	1	0	2	Low
I-26	1	2	1	1	1	2	1	1	0	0	10	High
I-27	1	1	0	1	1	0	1	1	1	0	7	Low
I-28	1	1	1	1	0	1	1	2	1	-1	8	Medium
I-29	1	2	1	1	2	2	2	1	1	-1	12	High
I-30	1	2	1	0	1	0	2	1	1	0	9	Medium
I-31	0	1	1	1	2	1	1	2	1	0	10	High
I-32	1	1	1		0	2	1	1	1	-1	7	Low
I-33	1	2	1	0	1	1	1	1	0	0	8	Medium
I-34	1	2	1	1	0	1	1	0	0	-1	6	Low

I-35	1	2	1	1	1	1	1	1	2	-1	10	High
I-36	1	2	1	1	0	1	1	1	1	-1	8	Medium
I-37	1	2	1	1	0	1	1	1	1	-1	8	Medium
I-38	1	2	0	1	0	1	1	1	1	-1	7	Low
I-39	1	2	1	1	0	1	1	1	1	-1	8	Medium
I-40	1	2	1	1	0	1	1	1	1	-1	8	Medium
I-41	1	2	1	1	0	1	1	2	1	-1	9	Medium
I-42	1	1	1	1	0	1	0	1	0	0	6	Low
I-43	1	2	1	1	0	1	1	2	1	-1	9	Medium
Bike												
B-1	0	2	1	0	1	0	1	1	1	0	7	Low
B-2	0	2	1	0	1	0	1	1	1	0	7	Low
B-3	1	2	1	1	1	0	1	1	1	0	9	Medium
B-4	1	2	1	1	1	0	1	1	1	0	9	Medium
Trail												
T-1	0	1	0	1	1	0	1	1	0	-1	4	Low
T-2	-1	0	1	1	1	0	1	1	0	-1	3	Low
T-3	1	1	1	0	1	0	1	1	0	-1	5	Low
T-4	1	2	0	1	1	0	1	1	0	-1	6	Low
T-5	1	2	1	1	1	0	1	1	1	-1	8	Medium
T-6	1	2	1	0	1	0	1	1	1	-1	7	Low
T-7	1	2	1	1	1	0	1	1	1	-1	8	Medium
T-8	1	1	0	1	1	0	1	1	1	-1	6	Low
T-9	1	2	1	1	1	0	1	1	0	-1	7	Low
T-10	1	1	0	1	1	0	1	1	1	-1	6	Low

T-11	-1	0	1	0	1	0	1	1	1	-1	3	Low
T-12	0	0	1	1	1	0	1	1	1	-1	5	Low
T-13	1	2	1	1	1	0	1	1	1	-1	8	Medium
T-14	1	2	1	1	1	0	1	1	0	-1	7	Low
T-15	0	2	1	1	1	0	1	1	0	-1	6	Low
T-16	1	2	1	1	1	0	1	1	0	-1	7	Low
T-17	0	0	1	1	1	0	1	1	0	-1	4	Low
T-18	1	2	1	0	1	0	1	1	0	-1	6	Low
Pedestrian												
P-1	1	2	1	1	1	0	1	1	2	-1	9	Medium
P-2	0	1	1	1	2	0	1	1	1	-1	7	Low
P-3	0	2	0	1	2	0	2	1	1	-1	8	Medium
P-4	1	1	0	1	1	0	1	1	2	-1	7	Low
P-5	1	2	1	1	1	0	1	0	0	0	7	Low
P-6	1	2	1	1	1	0	1	0	0	0	7	Low
P-7	1	2	1	1	1	0	1	0	0	0	7	Low
P-8	1	2	1	1	1	0	1	0	0	0	7	Low

P-9	1	2	1	1	1	0	1	0	0	0	7	Low
P-10	1	2	1	1	1	0	1	0	0	0	7	Low
P-11	1	2	1	1	1	0	1	0	0	0	7	Low
P-12	1	2	1	1	1	0	1	1	1	-1	8	Medium
P-13	1	2	1	1	1	0	1	1	1	-1	8	Medium
P-14	1	2	1	1	1	0	1	0	0	0	7	Low
P-15	1	1	0	1	1	0	1	1	2	-1	7	Low
P-16	1	2	1	1	1	0	1	1	1	-1	8	Medium
P-17	1	2	0	1	1	0	1	1	2	-1	8	Medium
P-18	1	2	1	1	1	0	1	1	1	-1	8	Medium
P-19	1	2	1	1	1	0	1	1	1	-1	8	Medium
P-20	1	2	1	1	1	0	1	1	1	-1	8	Medium
P-21	1	2	1	1	1	0	1	1	1	-1	8	Medium
P-22	1	2	1	1	1	0	1	1	1	-1	8	Medium
Transit												
PT-1A	1	2	1	1	1	0	0	1	1	-1	7	Low
PT-1B	1	2	1	1	1	0	1	0	0	-1	6	Low
PT-1C	-1	0	-1	1	1	0	0	1	1	-1	1	Low
PT-1D	0	1	0	1	1	0	0	1	1	-1	4	Low
PT-1E	1	2	1	1	1	0	0	1	1	-1	7	Low

PT-2	0	2	1	1	1	0	0	2	2	-1	8	Medium

ATTACHMENT B – SAFETY ACTION PLAN PROJECTS

Figure 9. Design Concept for Highland Ave and 1st St

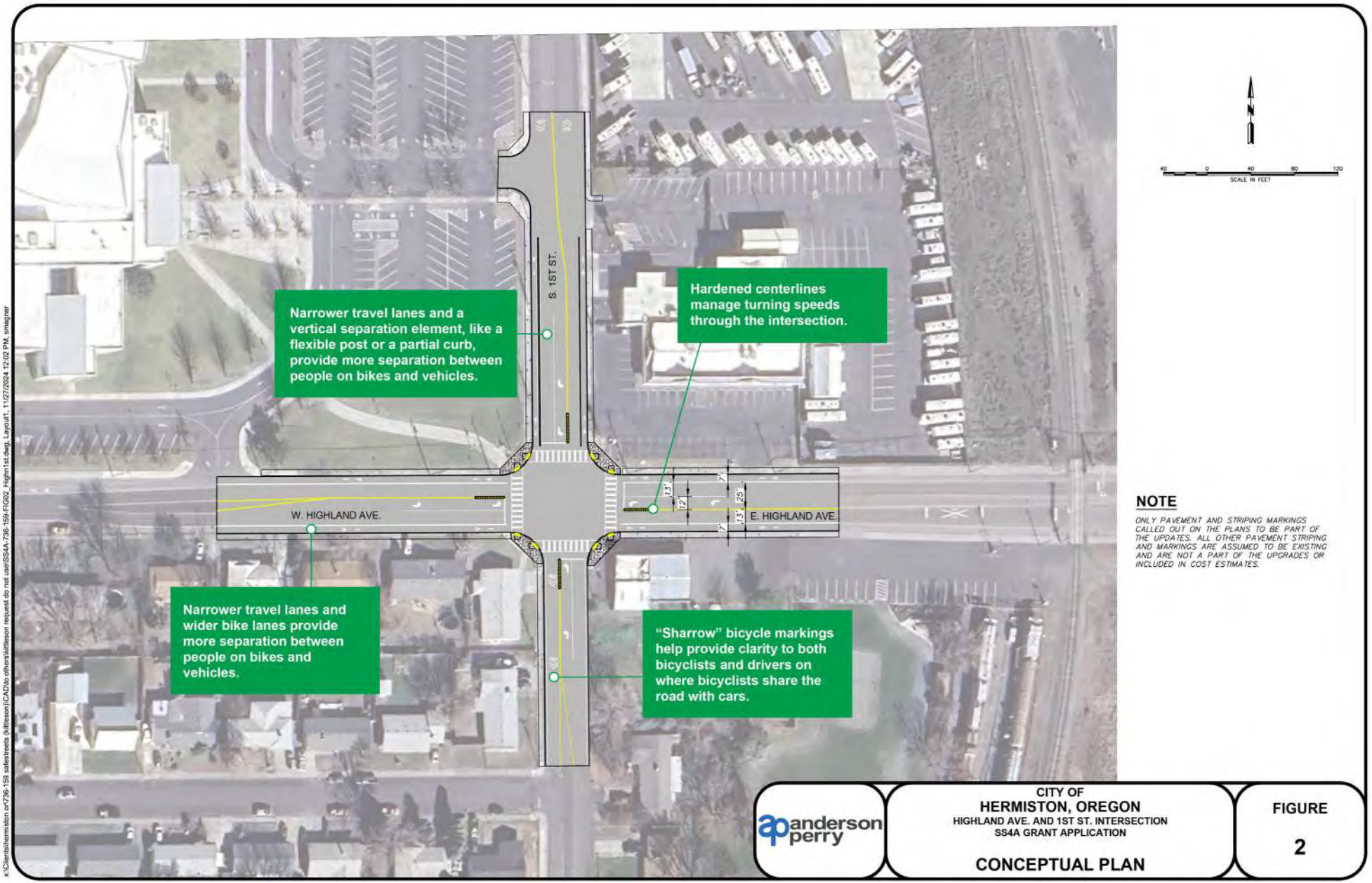


Figure 10. Design Concept for Orchard Ave between O.R. 207 and U.S. 395 (Portion of Concept)

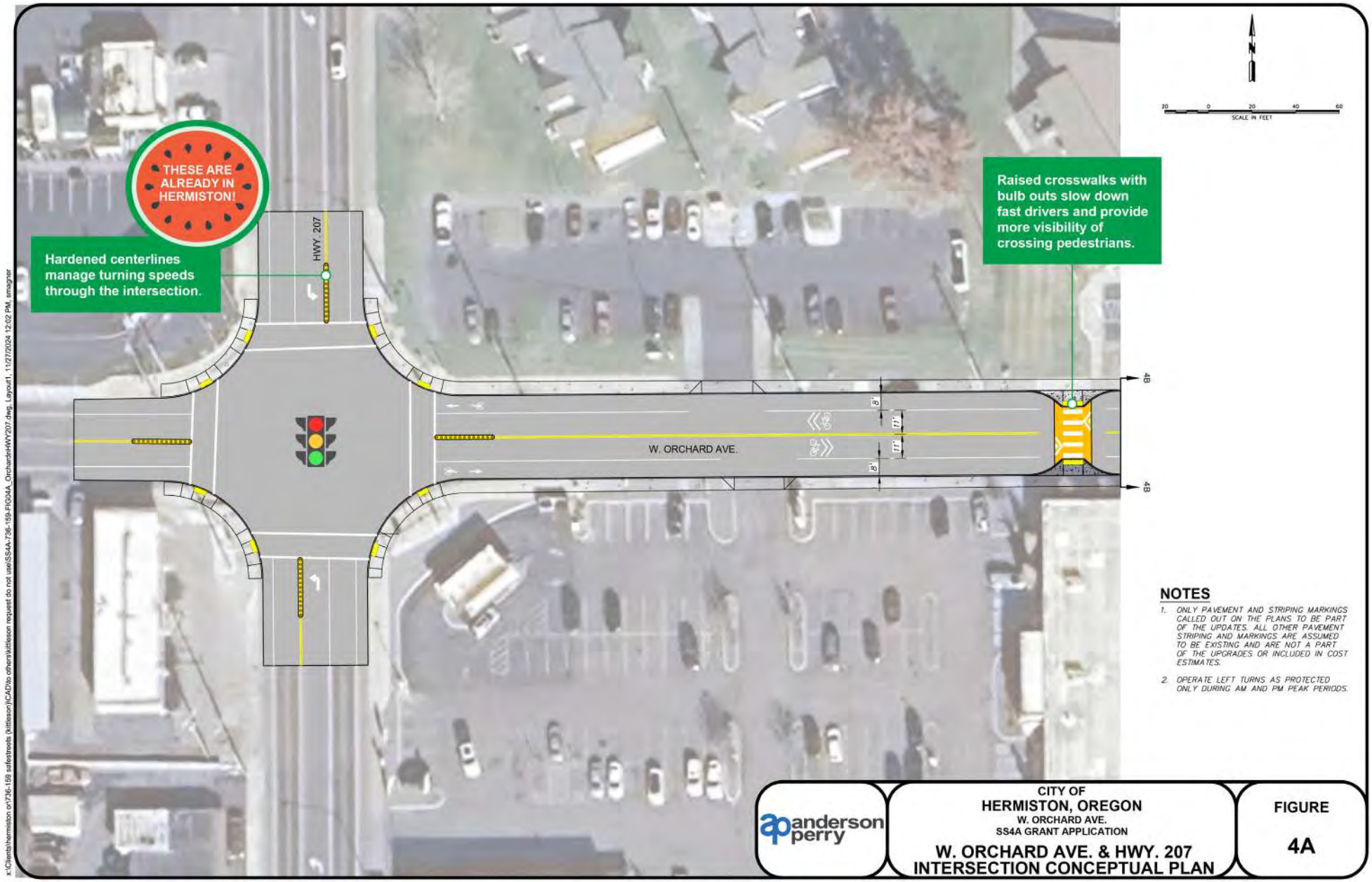


Figure 10. Design Concept for Orchard Ave between O.R. 207 and U.S. 395 (Portion of Concept)

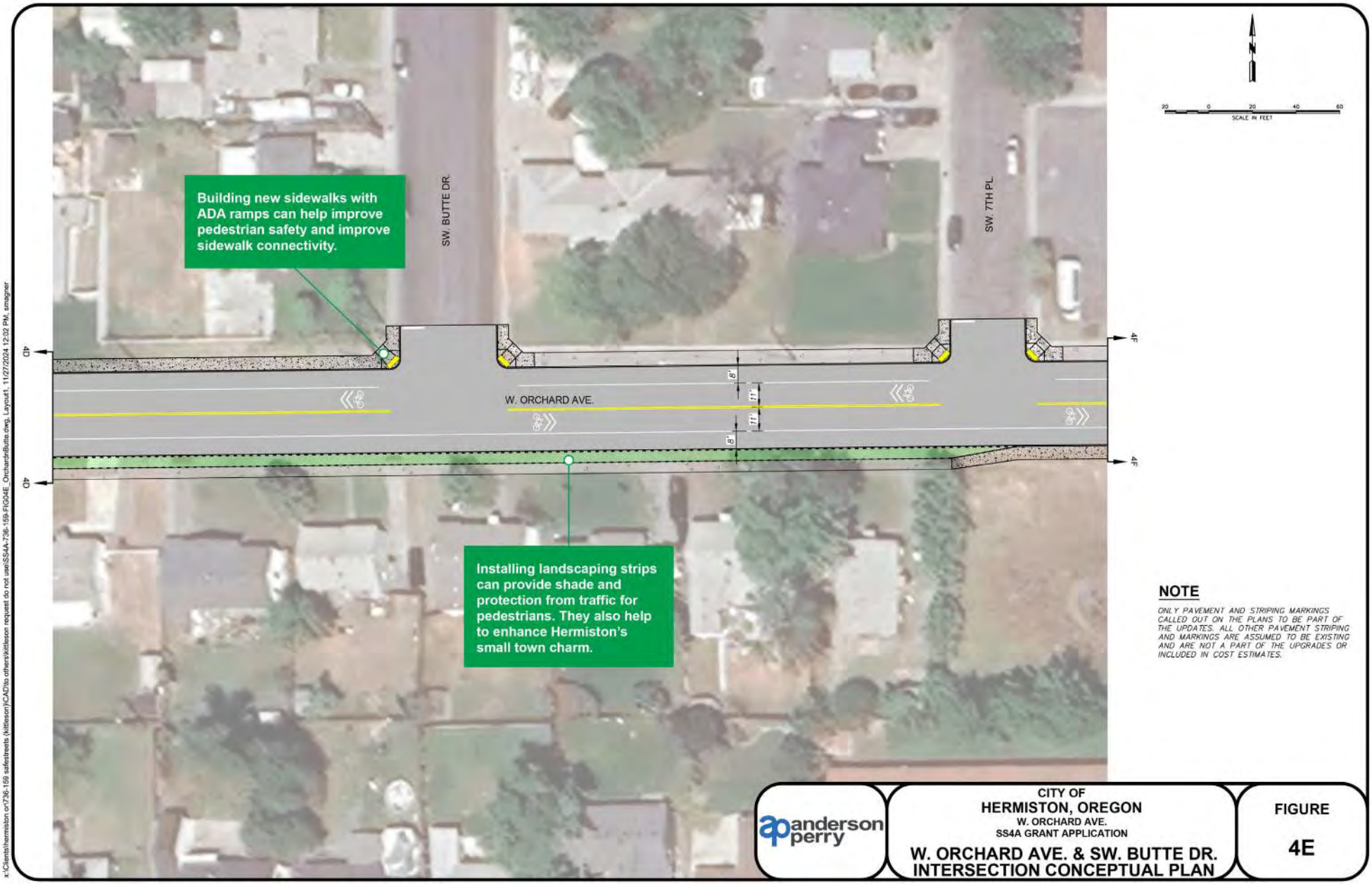


Figure 10. Design Concept for Orchard Ave between O.R. 207 and U.S. 395 (Portion of Concept)

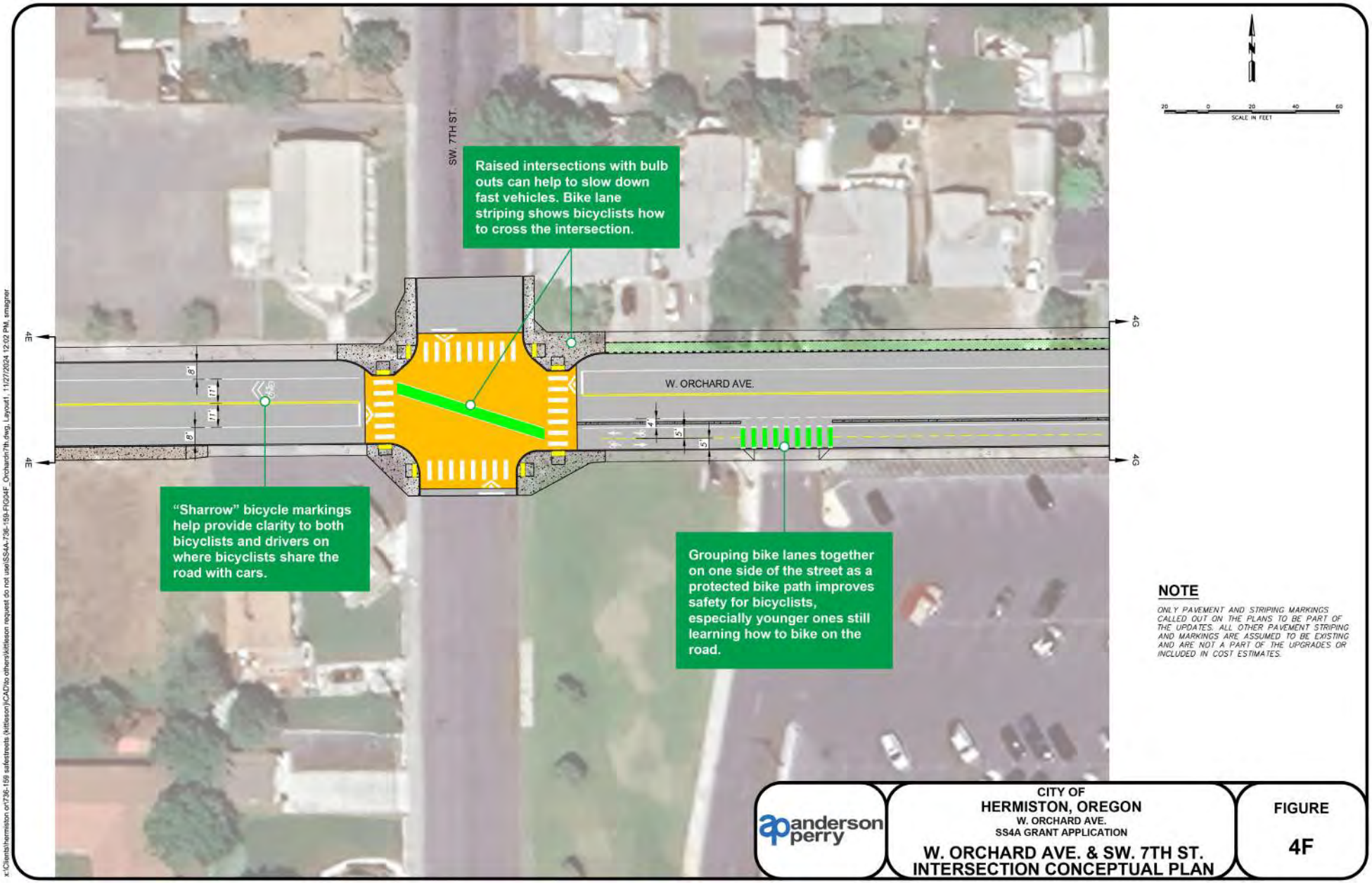


Figure 10. Design Concept for Orchard Ave between O.R. 207 and U.S. 395 (Portion of Concept)

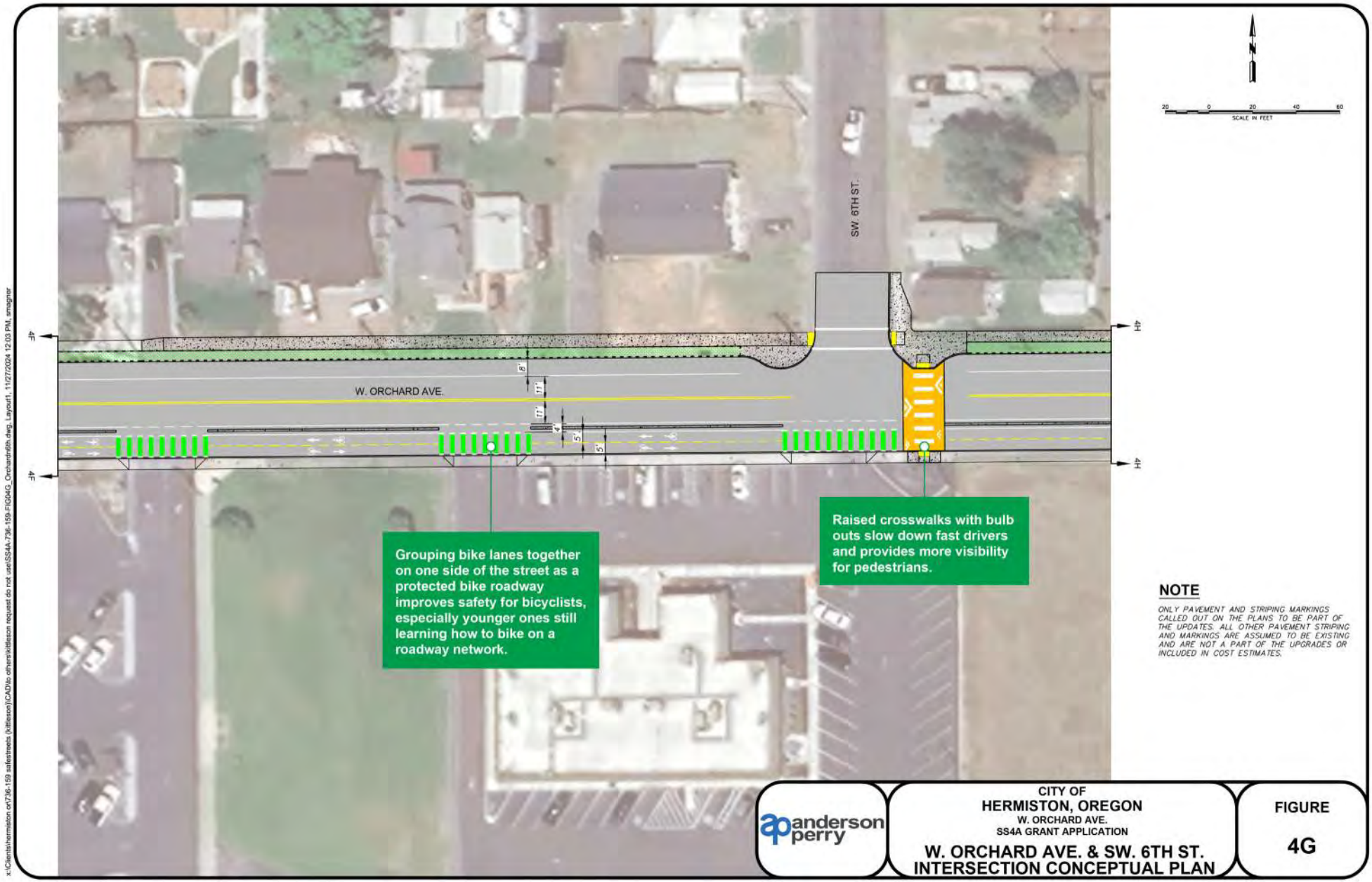


Figure 10. Design Concept for Orchard Ave between O.R. 207 and U.S. 395 (Portion of Concept)

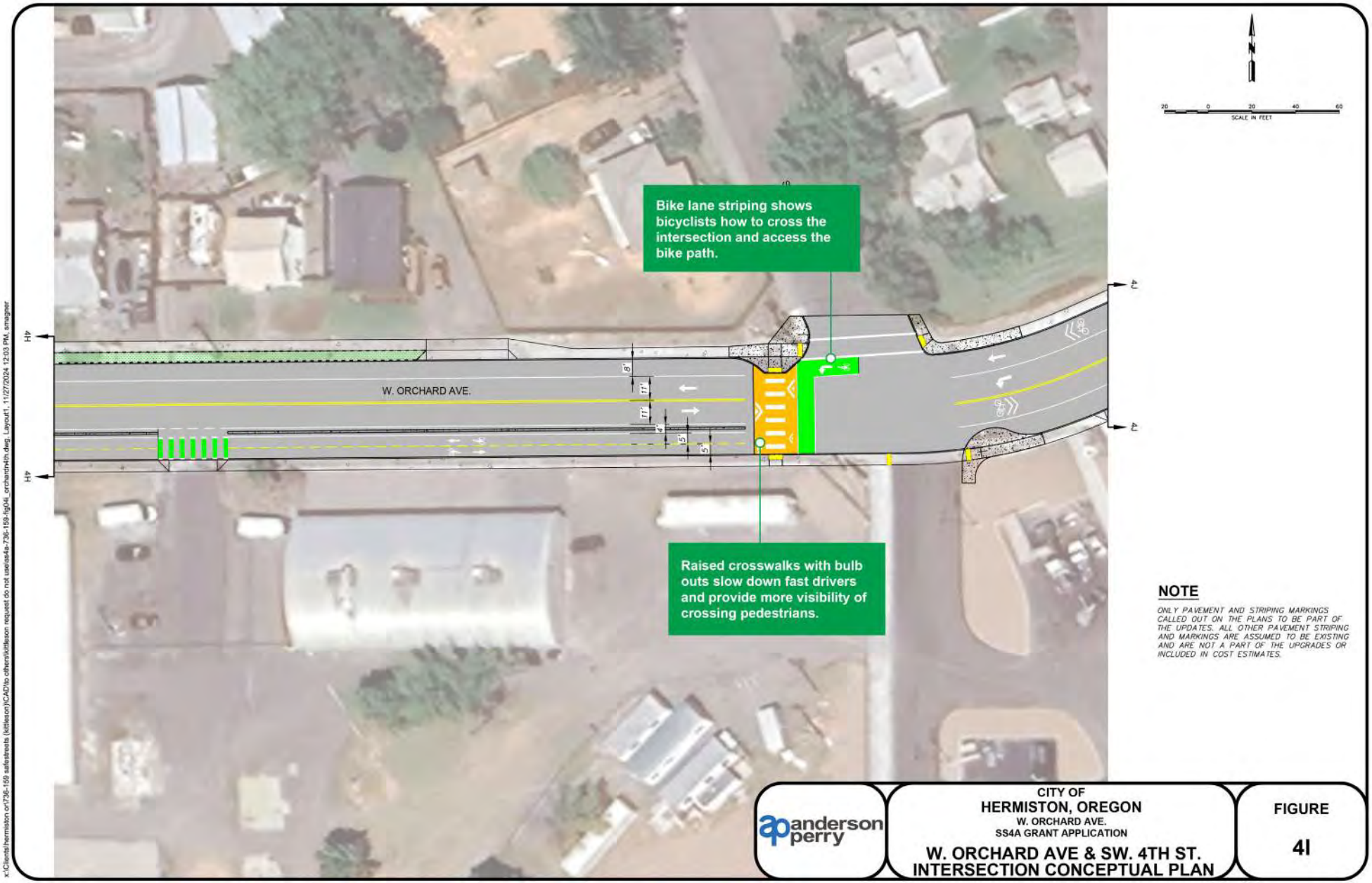


Figure 10. Design Concept for Orchard Ave between O.R. 207 and U.S. 395 (Portion of Concept)

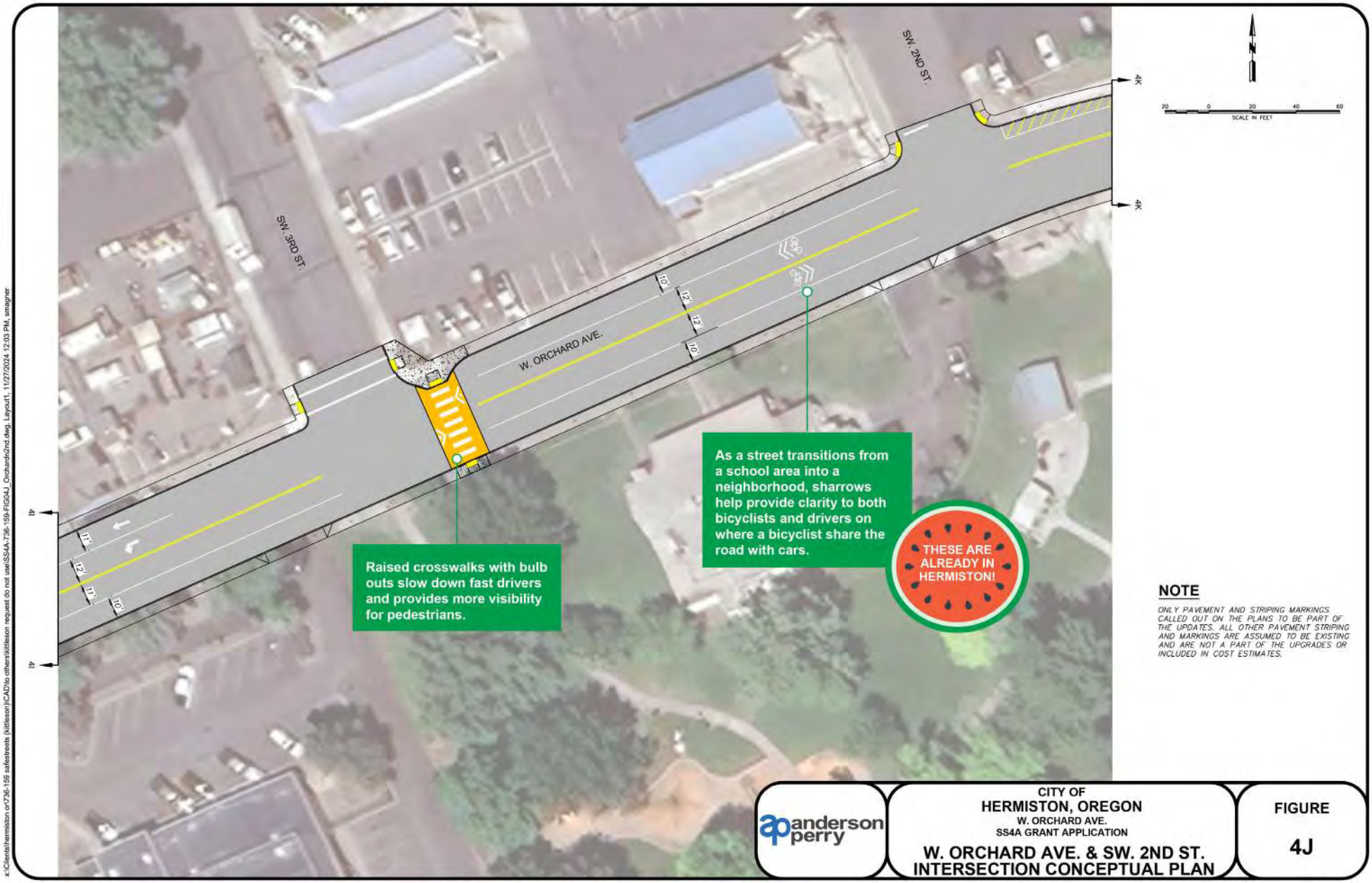


Figure 10. Design Concept for Orchard Ave between O.R. 207 and U.S. 395 (Portion of Concept)

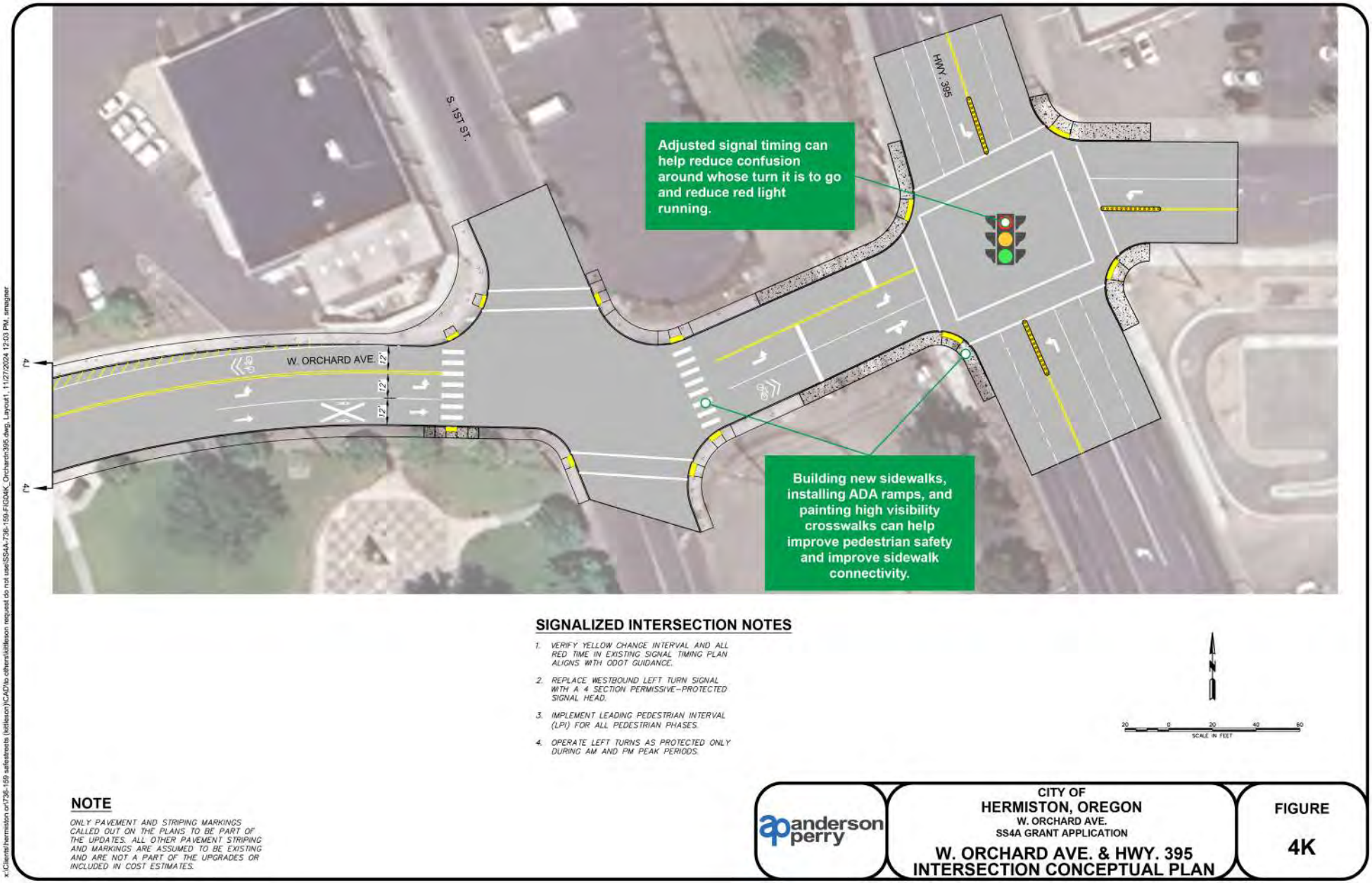


Figure 11. Design Concept for U.S. 395 and Theater Ln

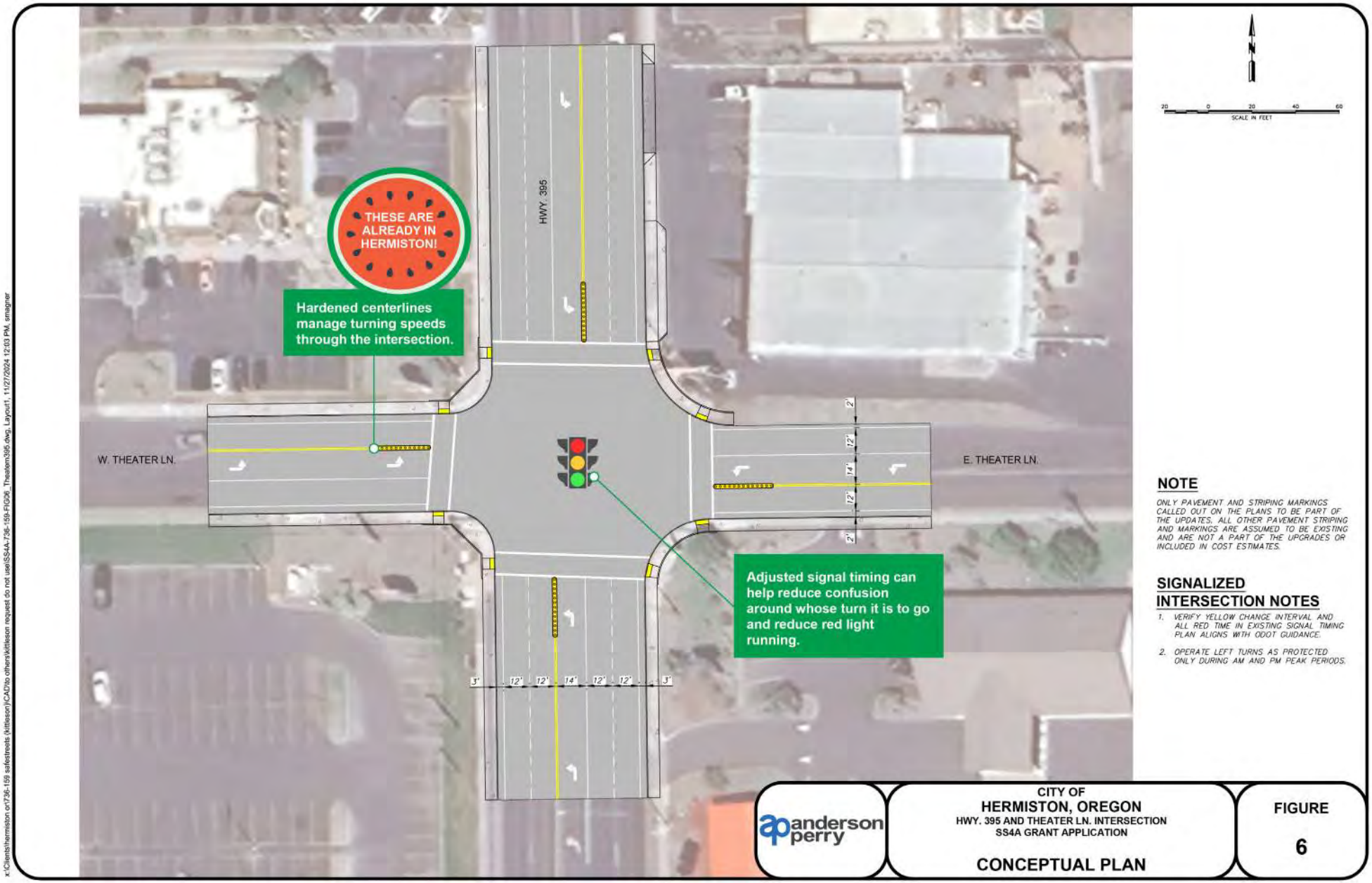


Figure 12. Design Concept for U.S. 395 between Jennie Ave and Elm Ave

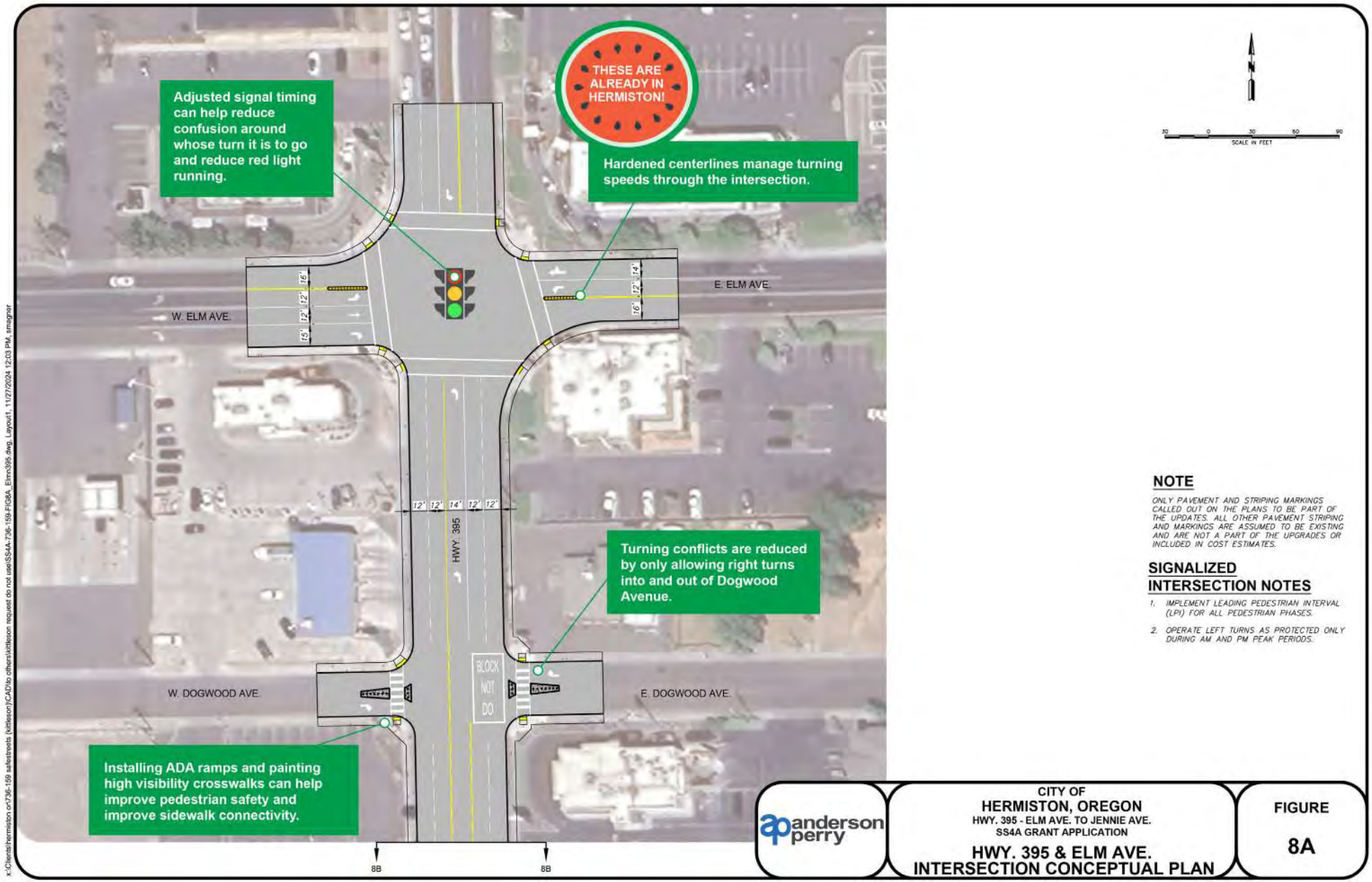


Figure 12. Design Concept for U.S. 395 between Jennie Ave and Elm Ave

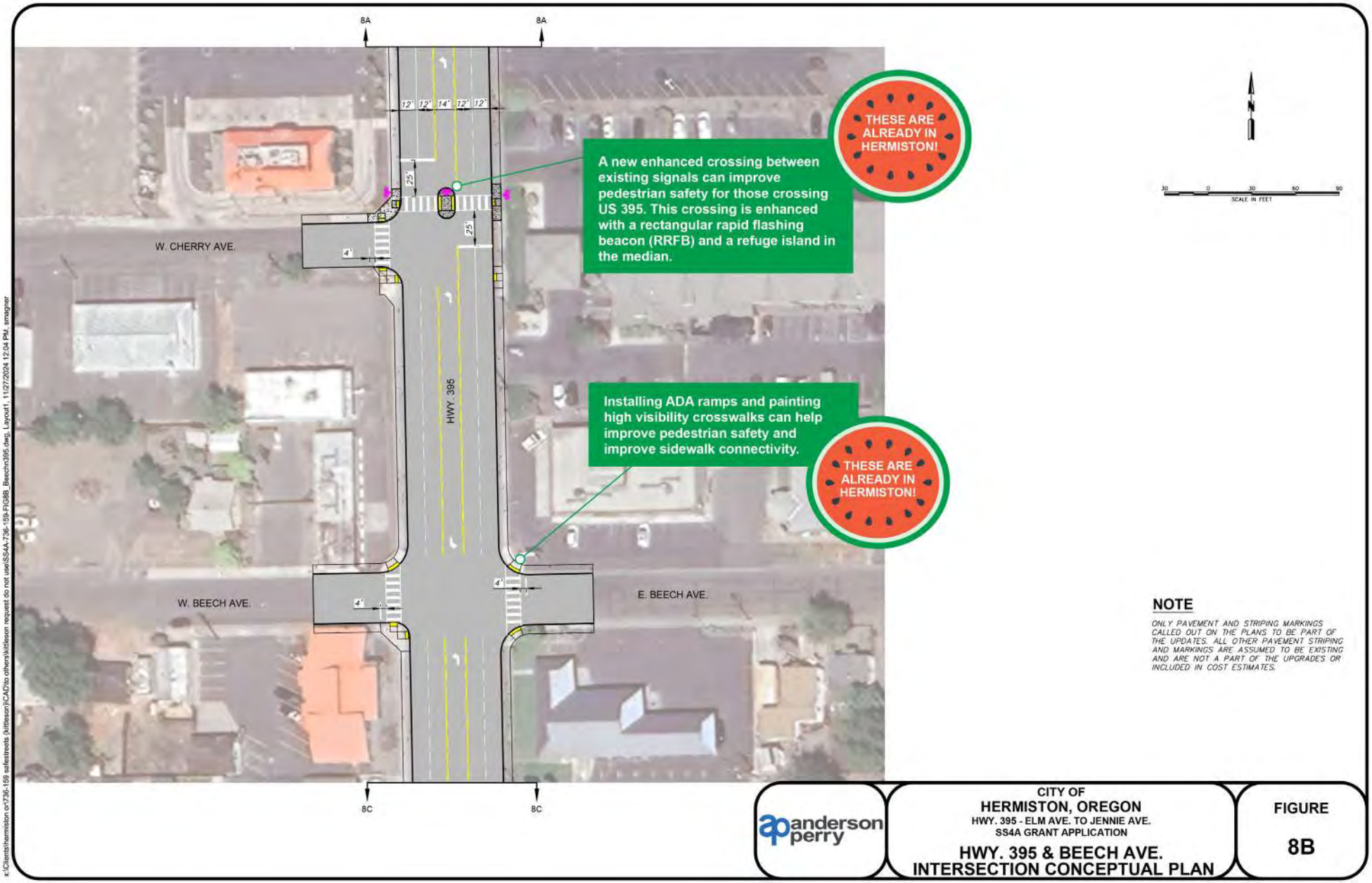


Figure 12. Design Concept for U.S. 395 between Jennie Ave and Elm Ave



Figure 13. Design Concept for U.S. 395 and Hermiston Ave

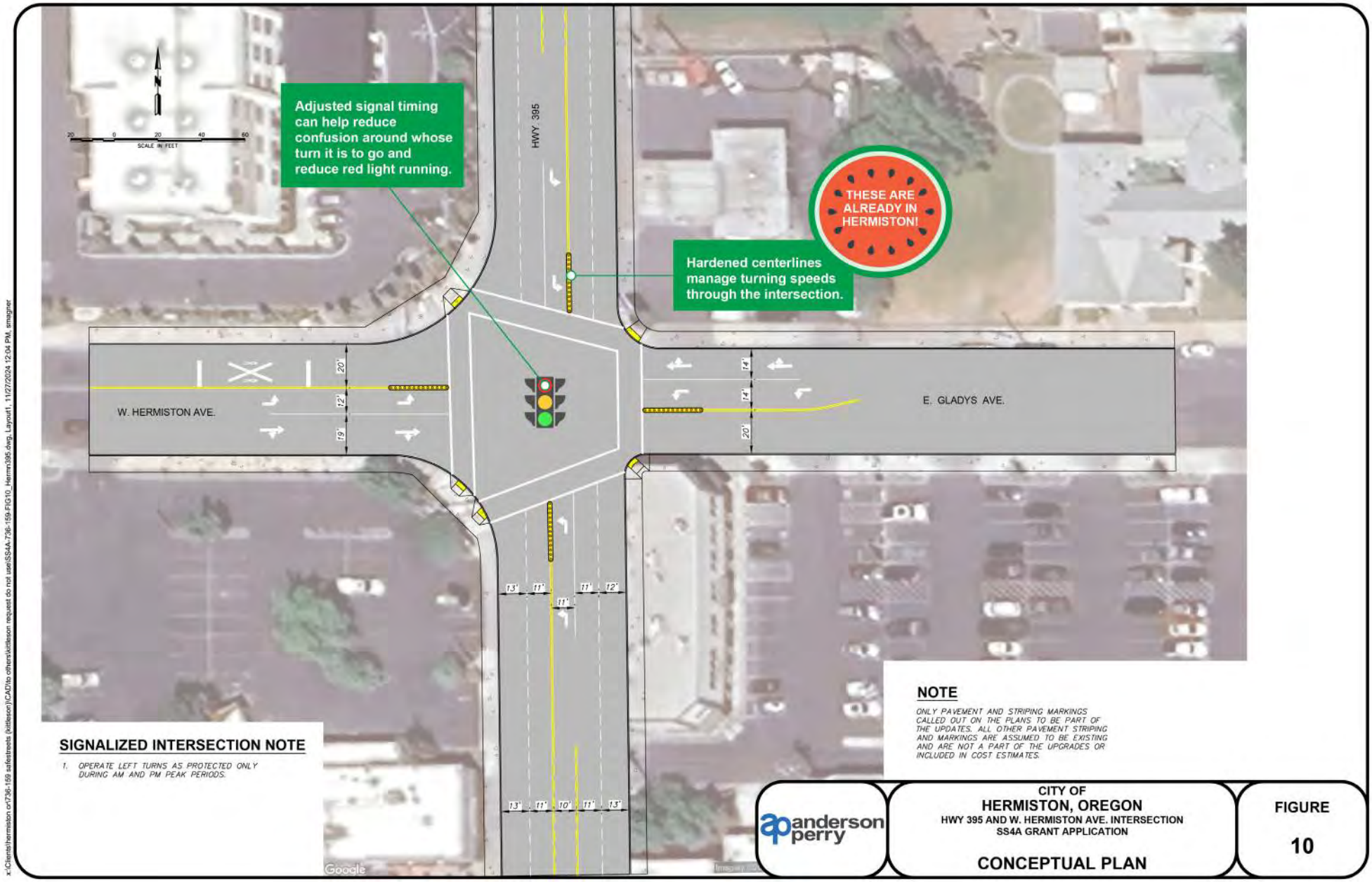
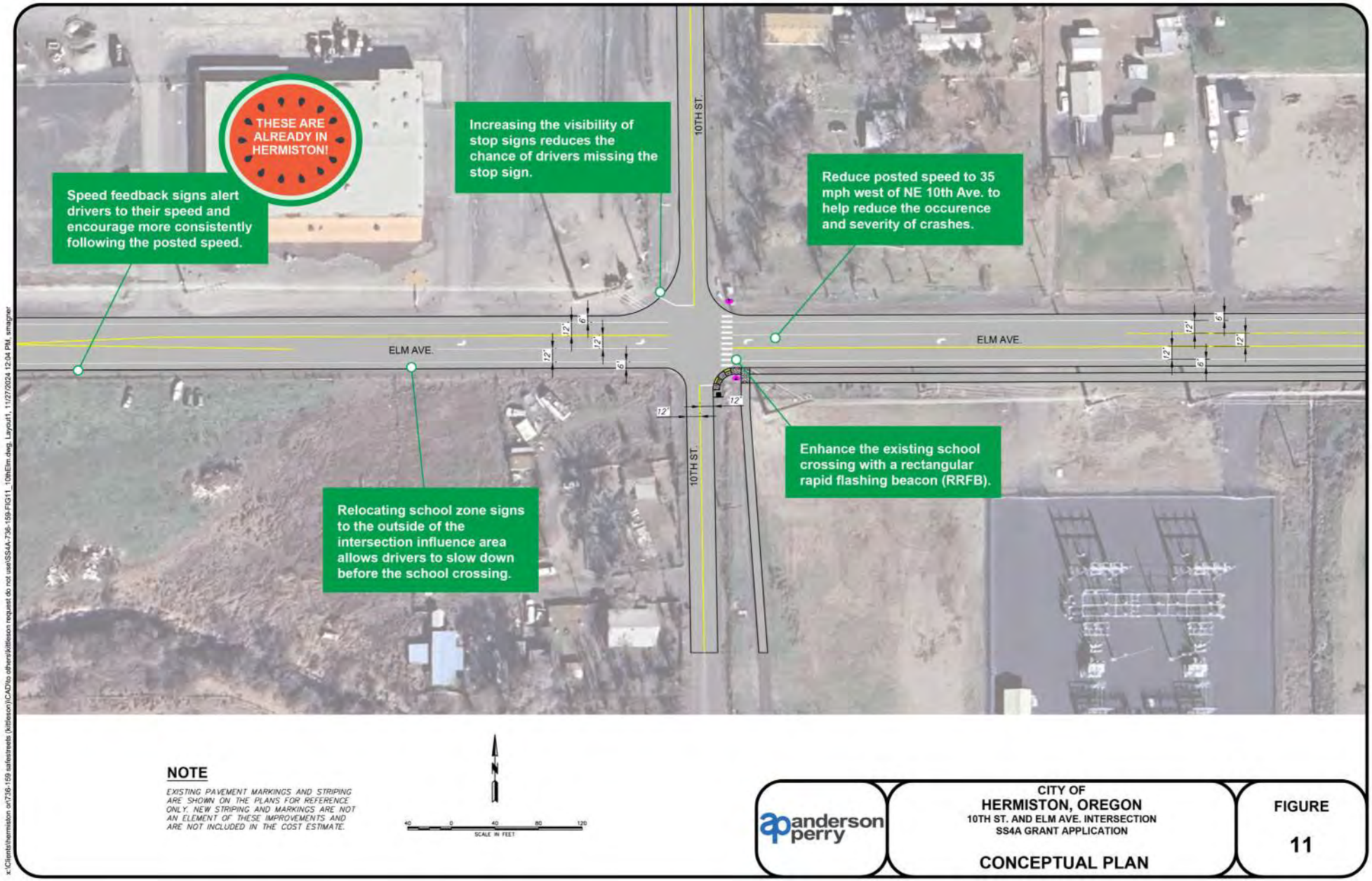


Figure 14. Design Concept for O.R. 207 (Elm Ave) and 10th St



ATTACHMENT C – PRIORITY PROJECT SUMMARY SHEETS

Project ID
R-28

4th Street Corridor Reconstruction
(OR 207 to US 395)

Description:
Reconstruct 4th St to major collector standards (without on-street parking) between OR 207 and US 395 with on-street bike lanes while filling gaps with buffered sidewalks. *This project will tie in with intersection projects identified in the TSP along this corridor (I-10, I-31, I-33).*

Responsible Jurisdiction: City of Hermiston

Potential Project Partners: Local Businesses/Property Owners along 4th St.

Cost: $5,500,000

Implementation Considerations:
Right-of-way constraints – Potential impacts in residential areas.
Built environment constraints – Potential minor impacts where structures are close to existing ROW.
Environmental/cultural impacts – No known constraints.
Other – 4th Street currently serves as a detour route for US 395 through Hermiston during closures.

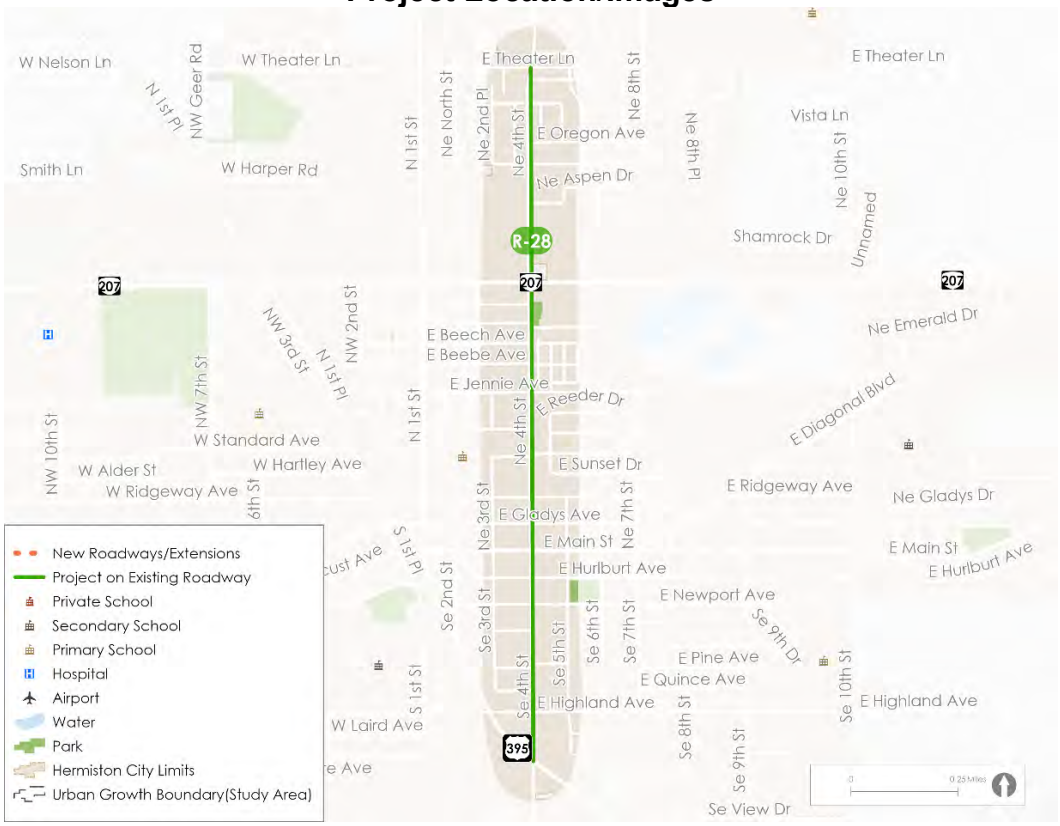
Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

Project Evaluation Criteria

Safety	Mobility	Right-of-Way	Community Priorities	Built Environment	Accessibility and Connectivity	Environmental/ Cultural Impacts	Fiscal Strategy	Implementation Feasibility
○	●	○	●	○	○	●	○	●

Score
High
Medium
Low

Project Location/Images



Project ID
R-8

10th Street Corridor Reconstruction
(Punkin Center Rd to OR 207)

Description:
Reconstruct NE 10th St to urban collector standards between Punkin Center Rd and OR 207 with an adjacent multi-use trail. *This project will tie in with intersection projects identified in the TSP along this corridor (I-3, I-5, I-11).*

Responsible Jurisdiction: City of Hermiston

Potential Project Partners: Local Businesses/Property Owners along 10th Street

Cost: $4,800,000

Implementation Considerations:
Right-of-way constraints – No known constraints.
Built environment constraints – No known constraints.
Environmental impacts – No known constraints.
Other – There may be opportunities for new development to construct some sections.

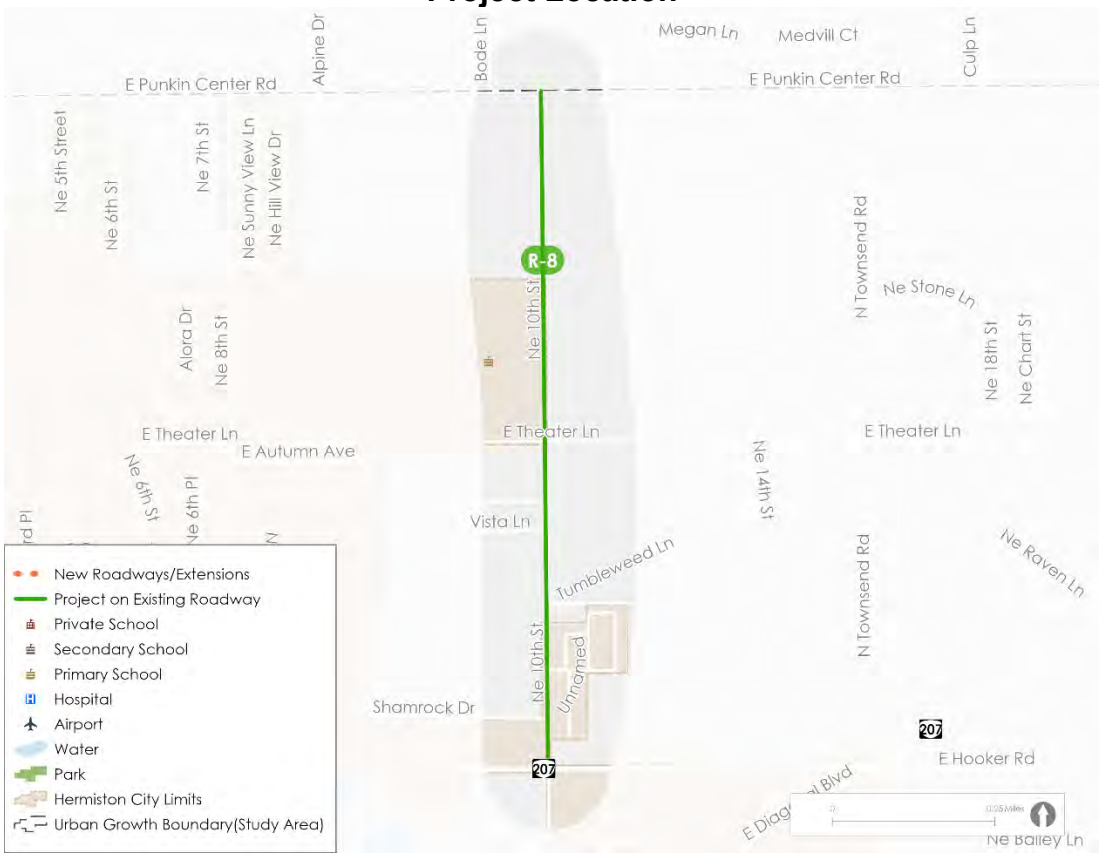
Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

Project Evaluation Criteria

Safety	Mobility	Right-of-Way	Community Priorities	Built Environment	Accessibility and Connectivity	Environmental/ Cultural Impacts	Fiscal Strategy	Implementation Feasibility
●	●	●	●	●	●	●	●	●

Score
High
Medium
Low

Project Location



Project ID
R-33

10th Street Corridor Reconstruction
(OR 207 to Columbia Dr)

Description:
Reconstruct NE 10th St to urban collector standards between OR 207 and Columbia Dr with an adjacent multi-use trail on the east side of the roadway (tying into existing segment) and while filling gaps with buffered sidewalks on the west side of segment. *This project will tie in with intersection projects identified in the TSP along this corridor (I-14, I-21, I-32).*

Responsible Jurisdiction: City of Hermiston

Potential Project Partners: Local Businesses/Property Owners along 10th St, ODOT

Cost: $6,100,000

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

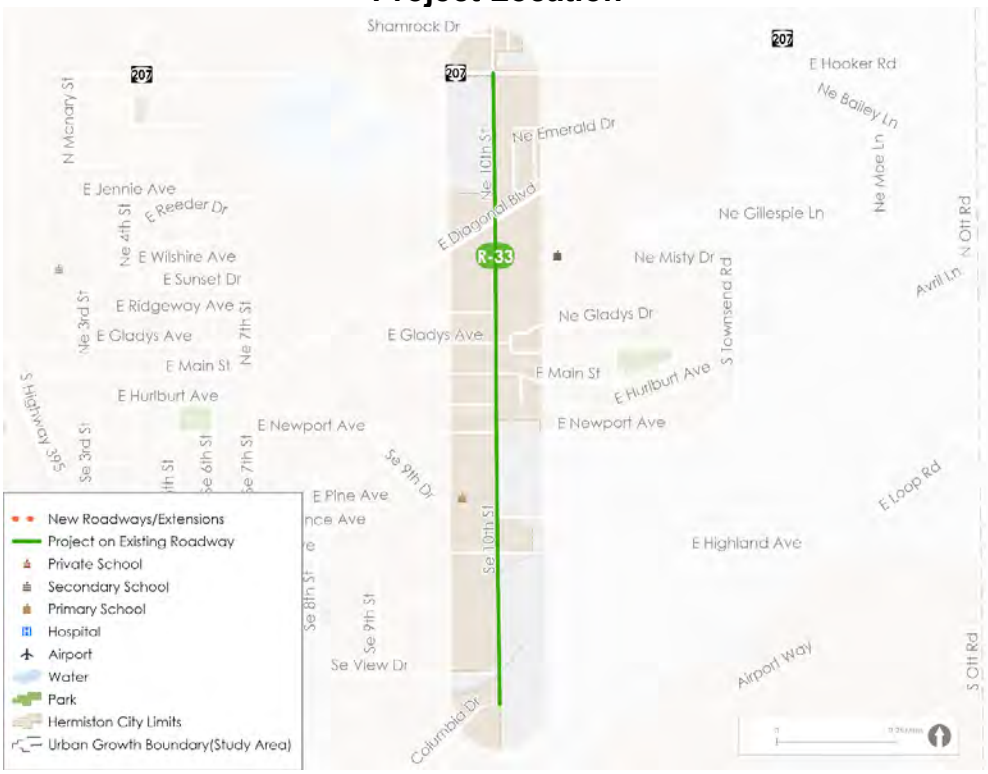
Implementation Considerations:
Right-of-way constraints – ROW is constrained and may remove some on-street parking. Segment between Diagonal Blvd and OR 207 is constrained by a ditch.
Built environment constraints – No known constraints.
Environmental impacts – No known constraints.

Project Evaluation Criteria

Safety	Mobility	Right-of-Way	Community Priorities	Built Environment	Accessibility and Connectivity	Environmental/ Cultural Impacts	Fiscal Strategy	Implementation Feasibility
○	●	○	●	●	○	●	○	●

Score
High
Medium
Low

Project Location



Project ID
R-1

Punkin Center Road Extension & River Crossing
(West of Umatilla River Rd)

Description:
Extend Punkin Center Rd west of Umatilla River Rd, construct buffered sidewalks and on-street bike lanes, and coordinate with Umatilla County to plan and construct a bridge across the Umatilla River.

Responsible Jurisdiction: City of Hermiston, Umatilla County

Potential Project Partners: Local Property Owners within Alignment

Cost: $28,000,000

Implementation Considerations:
Right-of-way constraints – ROW will be required to complete the project.
Built environment constraints – Project requires bridge construction.
Environmental impacts – Potential impacts to the Umatilla River and riparian area.
Other – Will need to be a joint project with Umatilla County.

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

Project Evaluation Criteria

Safety	Mobility	Right-of-Way	Community Priorities	Built Environment	Accessibility and Connectivity	Environmental/ Cultural Impacts	Fiscal Strategy	Implementation Feasibility
Medium	High	Low	High	Medium	High	Low	Low	Low

Score
High
Medium
Low

Project Location



Project ID
R-2

Punkin Center Rd Extension
(to N 1st Pl)

Description:
Extend Punkin Center Rd to N 1st Pl with buffered sidewalks and on-street bike lanes.

Responsible Jurisdiction: City of Hermiston

Potential Project Partners: Umatilla County, Local Property Owners within Alignment, UPRR

Cost: $2,800,000

Implementation Considerations:
Right-of-way constraints – Some ROW will need to be acquired.
Built environment constraints –Development at the bend of Cooney Lane may be impacted.
Environmental impacts – No known constraints.
Other – Change in traffic demand at existing rail crossing (Cooney Lane) may require changes to existing crossing.

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

Project Evaluation Criteria

Safety	Mobility	Right-of-Way	Community Priorities	Built Environment	Accessibility and Connectivity	Environmental/ Cultural Impacts	Fiscal Strategy	Implementation Feasibility
●	●	●	●	●	●	●	●	●

Score
High
Medium
Low

Project Location



Project ID
R-3

Punkin Center Road Reconstruction
(Ott Rd to Sunshine Ln)

Description:
Reconstruct Punkin Center Rd to urban collector standards between Ott Rd and Sunshine Ln with buffered sidewalks and on-street bike lanes. *This project will tie in with intersection projects identified in the TSP along this corridor (I-1, I-2, I-3).*

Responsible Jurisdiction: City of Hermiston

Potential Project Partners: Homeowners/businesses along Punkin Center Rd

Cost: $14,100,000

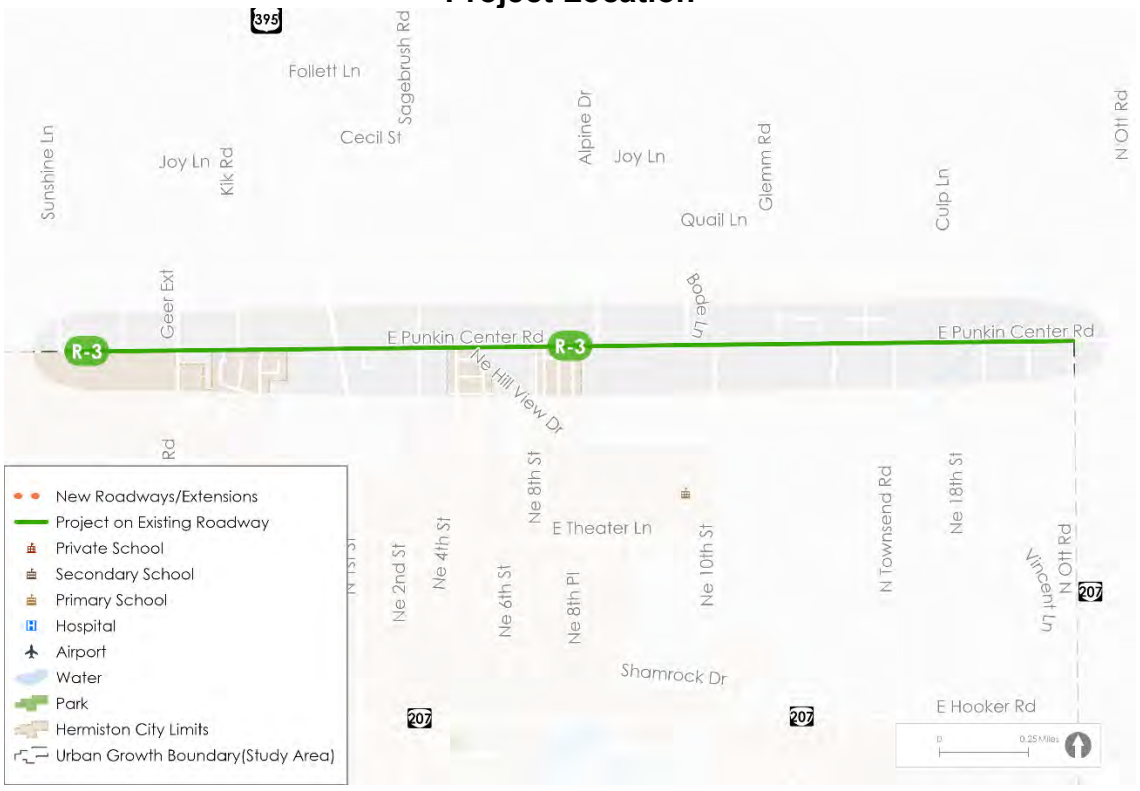
Implementation Considerations:
Right-of-way constraints – No known constraints.
Built environment constraints – No known constraints.
Environmental impacts – No known constraints.

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

Project Evaluation Criteria

Safety	Mobility	Right-of-Way	Community Priorities	Built Environment	Accessibility and Connectivity	Environmental/ Cultural Impacts	Fiscal Strategy	Implementation Feasibility	Score
○	●	●	●	●	●	●	○	●	High / Medium / Low

Project Location



Project ID
I-20

7th Street/Main Street Roundabout & ADA Upgrades

Description:
Construct a roundabout. Upgrade to ADA compliant pedestrian curb ramps. *This project will tie in with roadway, bicycle and trail projects identified in the TSP along this corridor (R-29, B-2, and T-9).*

Responsible Jurisdiction: City of Hermiston

Potential Project Partners: Local property owners, CTUIR

Cost: $2,100,000 (assumes roundabout)

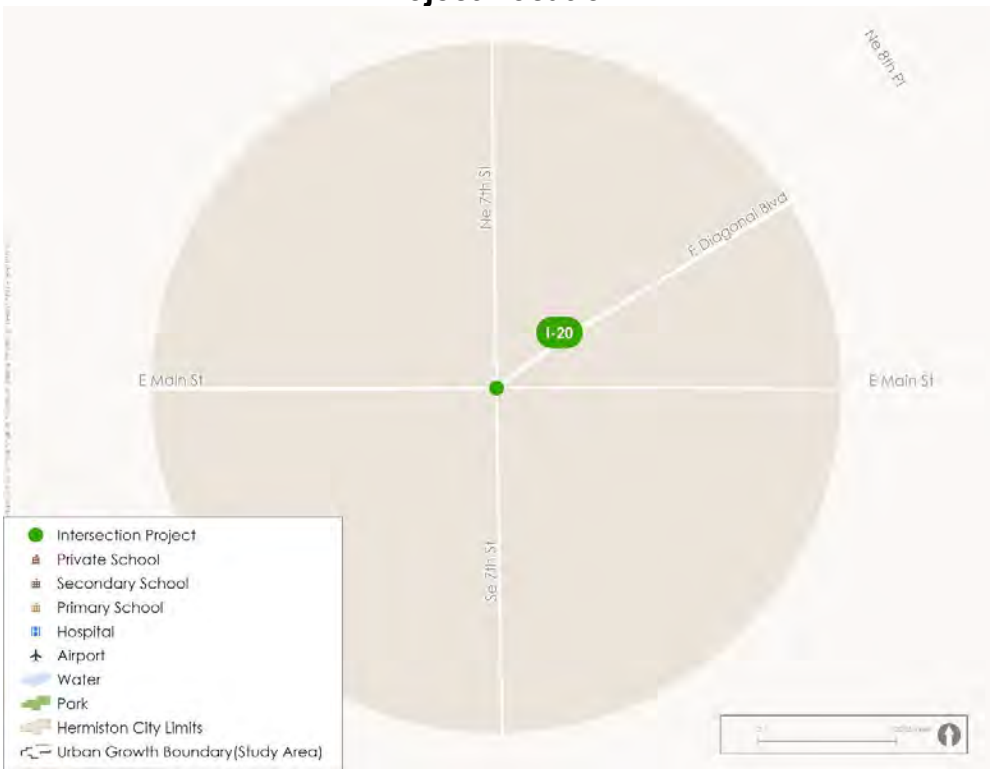
Implementation Considerations:
Right-of-way constraints – Impacts at most intersection corners.
Built environment constraints – Some property and parking lots near the intersection may be impacted.
Environmental impacts – No known constraints.
Other – CTUIR has stops at the intersection that would be impacted by changes to traffic control.

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

Project Evaluation Criteria

Safety	Mobility	Right-of-Way	Community Priorities	Built Environment	Accessibility and Connectivity	Environmental/ Cultural Impacts	Fiscal Strategy	Implementation Feasibility	Score
●	●	●	●	●	●	●	●	●	High / Medium / Low

Project Location



Project ID
I-14

E Diagonal Boulevard/NE 10th Street Traffic Control

Description:
Construct a roundabout or traffic signal if warranted. *This project will tie in with roadway projects identified in the TSP along this corridor (R-33).*

Responsible Jurisdiction: City of Hermiston

Potential Project Partners: Local property owners

Cost: $2,000,000 (assumes roundabout)

Implementation Considerations:
Right-of-way constraints – Potential impacts.
Built environment constraints – Ditch crossing may be impacted.
Environmental impacts – No known constraints.
Other – This skewed intersection may require some roadway realignment or larger roundabout than a perpendicular alignment.

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

Project Evaluation Criteria

Safety	Mobility	Right-of-Way	Community Priorities	Built Environment	Accessibility and Connectivity	Environmental/ Cultural Impacts	Fiscal Strategy	Implementation Feasibility
●	●	●	●	●	●	●	●	●

Score
High
Medium
Low

Project Location



Project ID
I-31

SE 4th Street/E Highland Avenue Traffic Control

Description:
Construct a roundabout or traffic signal if warranted. *This project will tie in with roadway projects identified in the TSP along this corridor (R-28, R-32).*

Responsible Jurisdiction: City of Hermiston

Potential Project Partners: Local property owners, ODOT

Cost: $2,000,000 (assumes roundabout)

Implementation Considerations:
Right-of-way constraints – Potential impacts to intersection corners.
Built environment constraints – No known constraints.
Environmental impacts – No known constraints.
Other – 4th Street is a detour route for US 395 through Hermiston during closures, intersection will need to accommodate heavy vehicles. Queuing from the adjacent US 395 intersections needs to be considered when making the final decision on intersection control and design.

Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

Project Evaluation Criteria

Safety	Mobility	Right-of-Way	Community Priorities	Built Environment	Accessibility and Connectivity	Environmental/ Cultural Impacts	Fiscal Strategy	Implementation Feasibility
●	●	●	●	●	●	●	●	●

Score
High
Medium
Low

Project Location/Images



Project ID
I-29

S 1st Place/Highland Avenue Safety Improvements

Description:
In the short term, add hardened centerlines, increased signage & striping, new crossing locations, and crossing guards during school drop off and pick-ups. In the long term, construct a traffic signal when warranted.

Responsible Jurisdiction: City of Hermiston

Potential Project Partners: Local Property Owner, Hermiston High School

Cost: $2,800,000 (assumes traffic signal)

Implementation Considerations:
Right-of-way constraints – No known constraints.
Built environment constraints – No known constraints.
Environmental impacts – No known constraints.
Other – Coordination with schools on crossing guards will be needed.

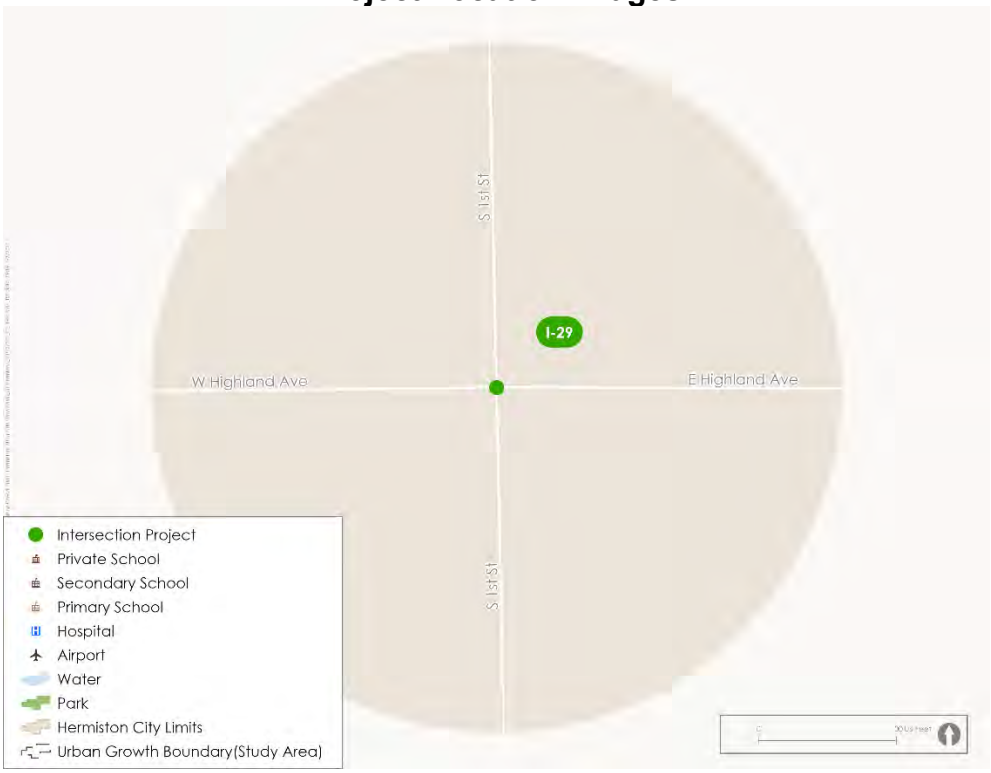
Potential Funding Sources: *To be added during Task 5 of TSP Update project.*

Project Evaluation Criteria

Safety	Mobility	Right-of-Way	Community Priorities	Built Environment	Accessibility and Connectivity	Environmental/ Cultural Impacts	Fiscal Strategy	Implementation Feasibility
●	●	●	●	●	○	●	○	●

Score
High
Medium
Low

Project Location/Images



ATTACHMENT D – NE 10TH STREET/ ELM AVENUE (OR 207) ROUNADABOUT SKETCH, SIGNAL WARRANT ANALYSIS, AND TRAFFIC OPERATIONS RESULTS

Oregon Department of Transportation

Transportation Development Branch

Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis[1]

Major Street:	OR 207	**Minor Street:**	NE 10th Street
Project:	Hermiston TSP	**City/County:**	Hermiston TSP
Year:	2045	**Alternative:**	Future Condiitons

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	70	Percent of standard warrants 100	70
Case A: Minimum Vehicular Traffic					
1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500
Case B: Interruption of Continuous Traffic					
1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250
X	100 percent of standard warrants				
	70 percent of standard warrants[2]				

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	8850	10600	N
	Minor	1	2650	1930	
Case B	Major	1	13300	10600	N
	Minor	1	1350	1930	

Analyst and Date: Reviewer and Date:

[1] Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

[2]
U

Analysis Procedures Manual

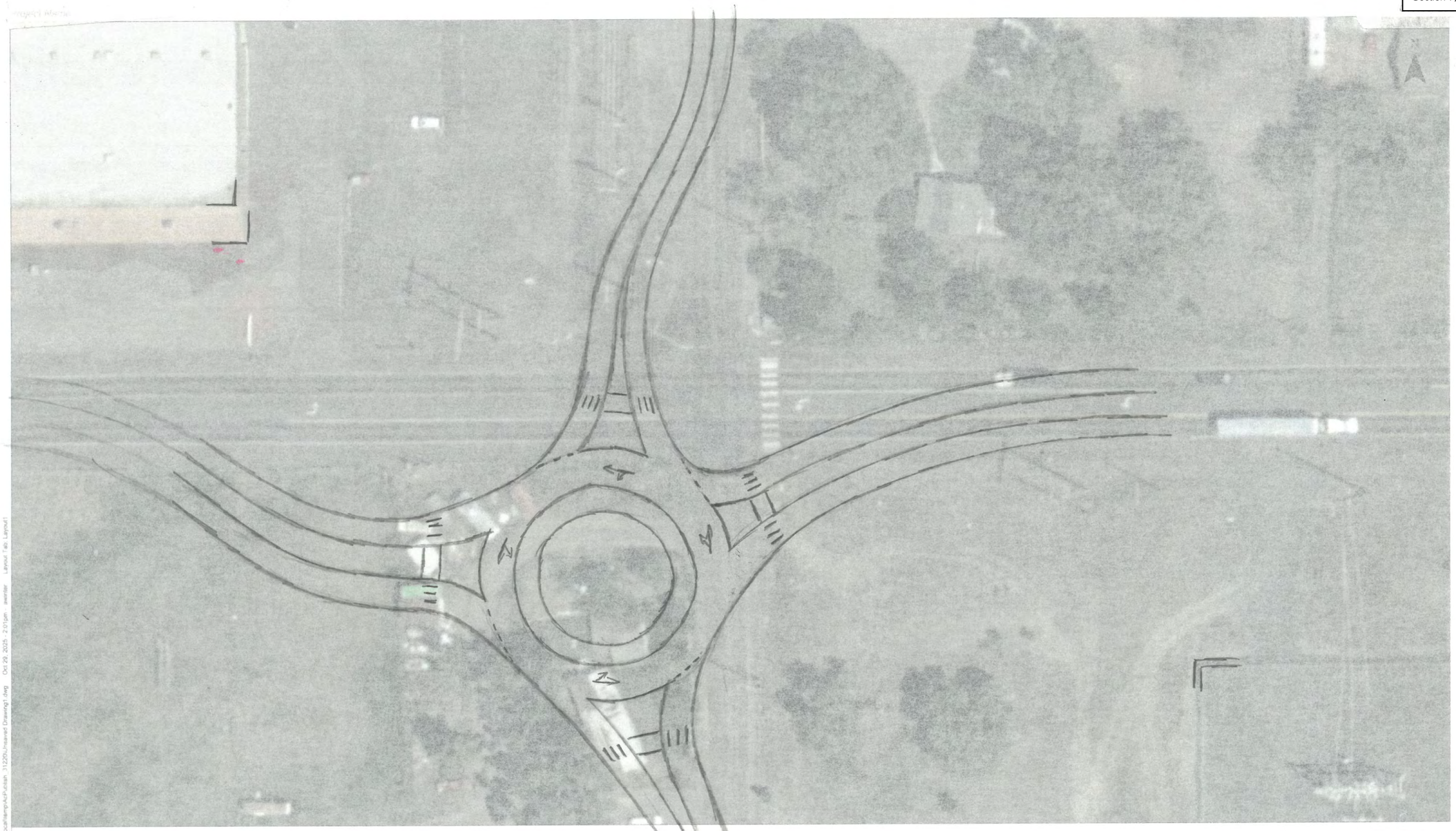


Figure Name
City, State

Figure
XX

MOVEMENT SUMMARY

Site: 101 [OR 207/ NE 10th Street (Site Folder: General)]

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New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: NE 10th Street															
3	L2	All MCs	88	0.0	88	0.0	0.338	9.5	LOS A	1.5	39.0	0.69	0.63	0.75	29.9
8	T1	All MCs	122	3.0	122	3.0	0.338	10.1	LOS B	1.5	39.0	0.69	0.63	0.75	30.3
18	R2	All MCs	9	20.0	9	20.0	0.338	14.2	LOS B	1.5	39.0	0.69	0.63	0.75	29.8
Approach			218	2.5	218	2.5	0.338	10.0	LOS B	1.5	39.0	0.69	0.63	0.75	30.1
East: OR 207															
1	L2	All MCs	18	0.0	18	0.0	0.447	8.1	LOS A	2.4	65.0	0.58	0.38	0.58	30.9
6	T1	All MCs	362	11.0	362	11.0	0.447	9.3	LOS A	2.4	65.0	0.58	0.38	0.58	31.2
16	R2	All MCs	32	0.0	32	0.0	0.447	8.1	LOS A	2.4	65.0	0.58	0.38	0.58	31.2
Approach			412	9.7	412	9.7	0.447	9.2	LOS A	2.4	65.0	0.58	0.38	0.58	31.2
North: NE 10th Street															
7	L2	All MCs	51	0.0	51	0.0	0.238	6.8	LOS A	1.1	26.7	0.59	0.47	0.59	31.4
4	T1	All MCs	111	2.0	111	2.0	0.238	7.1	LOS A	1.1	26.7	0.59	0.47	0.59	31.9
14	R2	All MCs	30	0.0	30	0.0	0.238	6.8	LOS A	1.1	26.7	0.59	0.47	0.59	31.7
Approach			192	1.2	192	1.2	0.238	7.0	LOS A	1.1	26.7	0.59	0.47	0.59	31.8
West: OR 207															
5	L2	All MCs	74	0.0	74	0.0	0.678	12.4	LOS B	8.4	217.9	0.70	0.47	0.84	29.3
2	T1	All MCs	543	6.0	543	6.0	0.678	13.0	LOS B	8.4	217.9	0.70	0.47	0.84	29.7
12	R2	All MCs	123	0.0	123	0.0	0.678	12.4	LOS B	8.4	217.9	0.70	0.47	0.84	29.6
Approach			740	4.4	740	4.4	0.678	12.9	LOS B	8.4	217.9	0.70	0.47	0.84	29.6
All Vehicles			1563	5.1	1563	5.1	0.678	10.8	LOS B	8.4	217.9	0.65	0.47	0.73	30.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

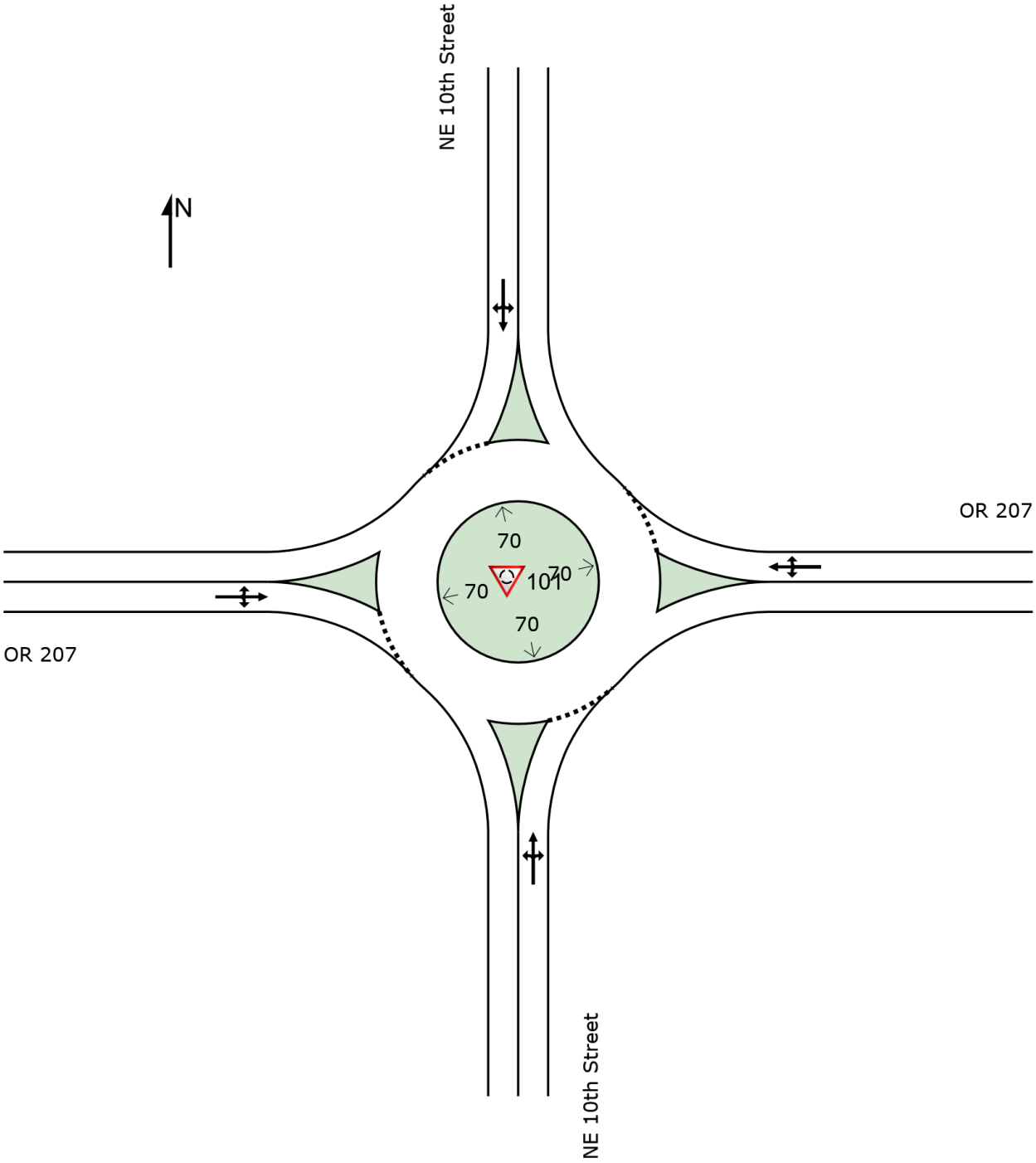
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SITE LAYOUT

Site: 101 [OR 207/ NE 10th Street (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: H:\27\27003 - ODOT Transportation Planning On-call\060 - Hermiston TSP\Task 4 Concept Designs and Outreach\NE10th and OR 207\Single_Lane_Roundabout_Test.sip9

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Study Intersections 8
Lane Configuration and Traffic Control 9
Traffic Volume - Base Volume 10
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Vistro File: H:\...\27003-060-Hermiston.vistro
Report File: H:\...\NE10th_OR207_Signal_Ops.pdf

Scenario 4 4 Mitigation Testing
3/5/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
9	NE 10th St/OR 207	Signalized	HCM 7th Edition	SB Thru	0.753	21.2	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 9: NE 10th St/OR 207

Control Type:	Signalized	Delay (sec / veh):	21.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.753

Intersection Setup

Name	NE 10th St			NE 10th St			OR 207			OR 207		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	325.00	100.00	100.00	350.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	NE 10th St			NE 10th St			OR 207			OR 207		
Base Volume Input [veh/h]	81	112	8	47	102	28	68	500	113	17	333	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	20.00	0.00	2.00	0.00	0.00	6.00	0.00	0.00	11.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	112	8	47	102	28	68	500	113	17	333	29
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	31	2	13	28	8	19	137	31	5	91	8
Total Analysis Volume [veh/h]	89	123	9	52	112	31	75	549	124	19	366	32
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Flashing Yellow Arrow	Yes			Yes			Yes			Yes		
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	5.0	21.0	0.0	5.0	21.0	0.0	6.0	52.0	0.0	5.0	51.0	0.0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	10.0	0.0	0.0	10.0	0.0	0.0	7.0	0.0	0.0	7.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9.0	14.0	0.0	9.0	14.0	0.0	9.0	14.0	0.0	9.0	14.0	0.0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5.0	10.0	0.0	5.0	10.0	0.0	5.0	10.0	0.0	5.0	10.0	0.0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	Yes		No	Yes	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Calculated Cycle Length [s]	86	86	86	86	86	86	86	86
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15.0	11.4	15.0	10.0	55.2	53.3	55.2	51.0
g / C, Green / Cycle	0.17	0.13	0.17	0.12	0.64	0.62	0.64	0.59
(v / s)_i Volume / Saturation Flow Rate	0.08	0.09	0.04	0.10	0.09	0.46	0.04	0.28
s, saturation flow rate [veh/h]	1259	1519	1233	1493	947	1453	726	1418
c, Capacity [veh/h]	196	201	203	173	546	899	318	839
d1, Uniform Delay [s]	28.76	35.51	27.88	37.24	6.44	11.66	10.54	9.98
k, delay calibration	0.40	0.11	0.12	0.11	0.38	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.94	3.59	0.75	9.50	0.40	5.67	0.08	1.92
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.45	0.66	0.26	0.83	0.14	0.75	0.06	0.47
d, Delay for Lane Group [s/veh]	34.70	39.10	28.63	46.74	6.85	17.32	10.62	11.90
Lane Group LOS	C	D	C	D	A	B	B	B
Critical Lane Group	Yes	No	No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.75	2.69	0.90	3.38	0.39	8.67	0.09	4.01
50th-Percentile Queue Length [ft/ln]	43.80	67.19	22.61	84.58	9.74	216.69	2.17	100.18
95th-Percentile Queue Length [veh/ln]	3.15	4.84	1.63	6.09	0.70	13.50	0.16	7.21
95th-Percentile Queue Length [ft/ln]	78.83	120.94	40.69	152.25	17.53	337.39	3.91	180.33

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Version 2026 (SP 0-4)

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.70	39.10	39.10	28.63	46.74	46.74	6.85	17.32	17.32	10.62	11.90	11.90
Movement LOS	C	D	D	C	D	D	A	B	B	B	B	B
d_A, Approach Delay [s/veh]	37.33			41.91			16.27			11.84		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	21.21											
Intersection LOS	C											
Intersection V/C	0.753											

Emissions

Vehicle Miles Traveled [mph]	2.91	4.31	1.76	4.84	6.91	62.00	1.55	32.46
Stops [stops/h]	73.18	112.27	37.78	141.33	16.28	362.08	3.63	167.40
Fuel consumption [US gal/h]	1.64	2.59	0.53	2.12	0.51	8.15	0.13	3.77
CO [g/h]	114.49	181.31	36.84	148.19	35.78	569.72	9.24	263.61
NOx [g/h]	22.28	35.28	7.17	28.83	6.96	110.85	1.80	51.29
VOC [g/h]	26.53	42.02	8.54	34.34	8.29	132.04	2.14	61.09

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.56	34.56	34.56	34.56
l_p,int, Pedestrian LOS Score for Intersectio	2.190	2.123	2.495	2.398
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	487	487	1207	1184
d_b, Bicycle Delay [s]	24.65	24.65	6.78	7.18
l_b,int, Bicycle LOS Score for Intersection	1.924	1.881	2.794	2.248
Bicycle LOS	A	A	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Generated with PTV VISTRO

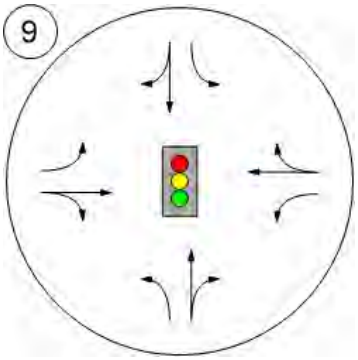
Version 2026 (SP 0-4)

Study Intersections



Lane Configuration and Traffic Control



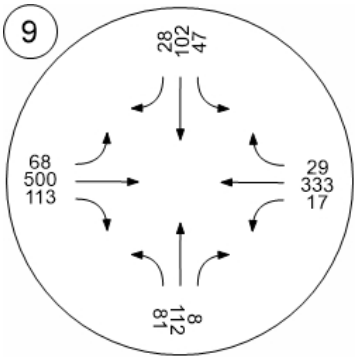


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Version 2026 (SP 0-4)

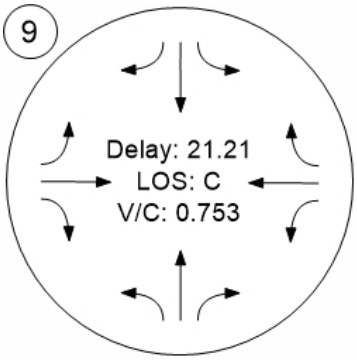
Traffic Volume - Base Volume





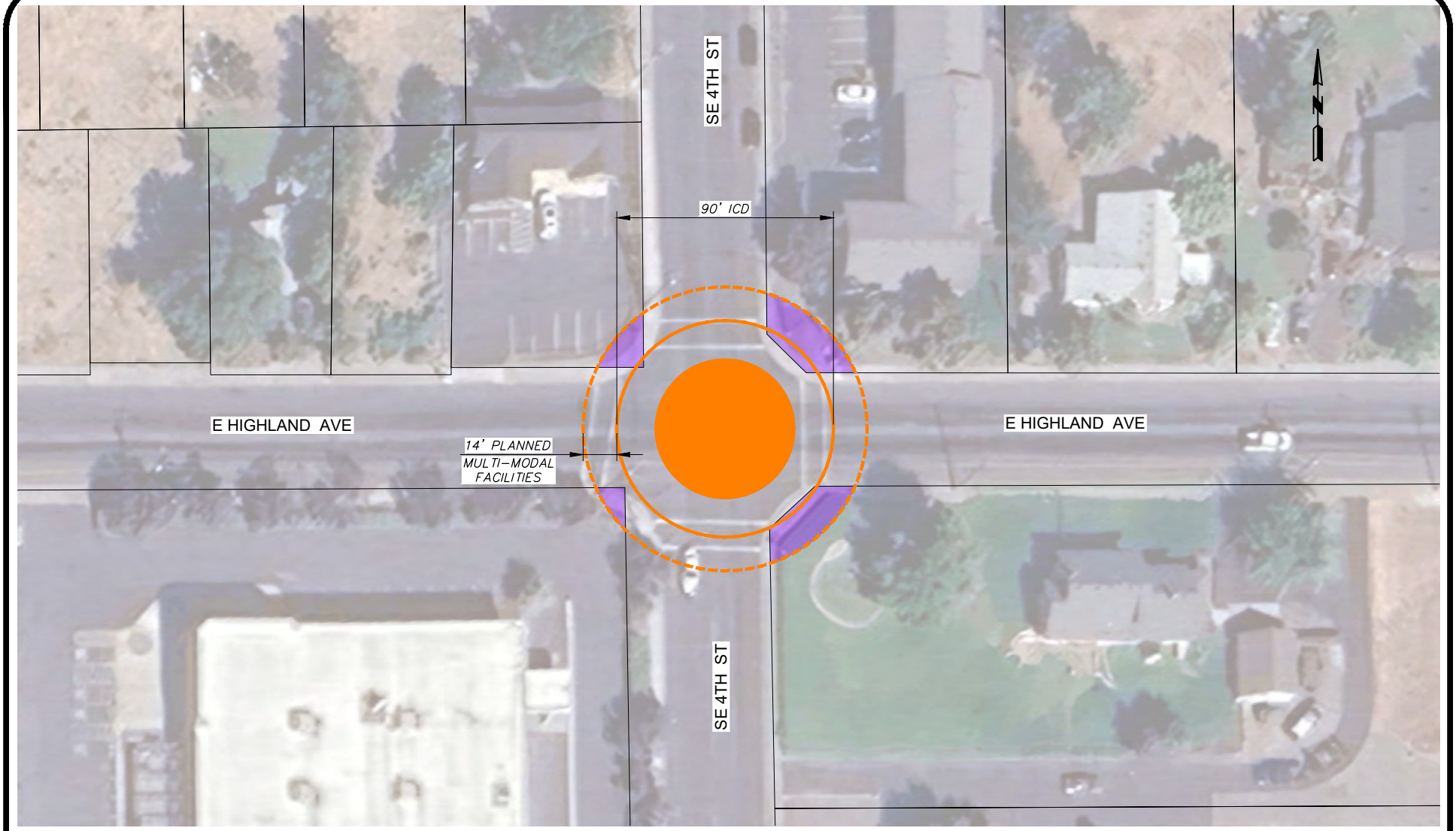
Traffic Conditions





ATTACHMENT E - HIGHLAND AVENUE ROUNDABOUT CONCEPTS

X:\Clients\Hermiston OR\736-168 TSP Update\CAD\CP-736-168-FIG01_HighandFourth.dwg, Layout1, 11/14/2025 11:58 AM, smagner



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SCALE IN FEET

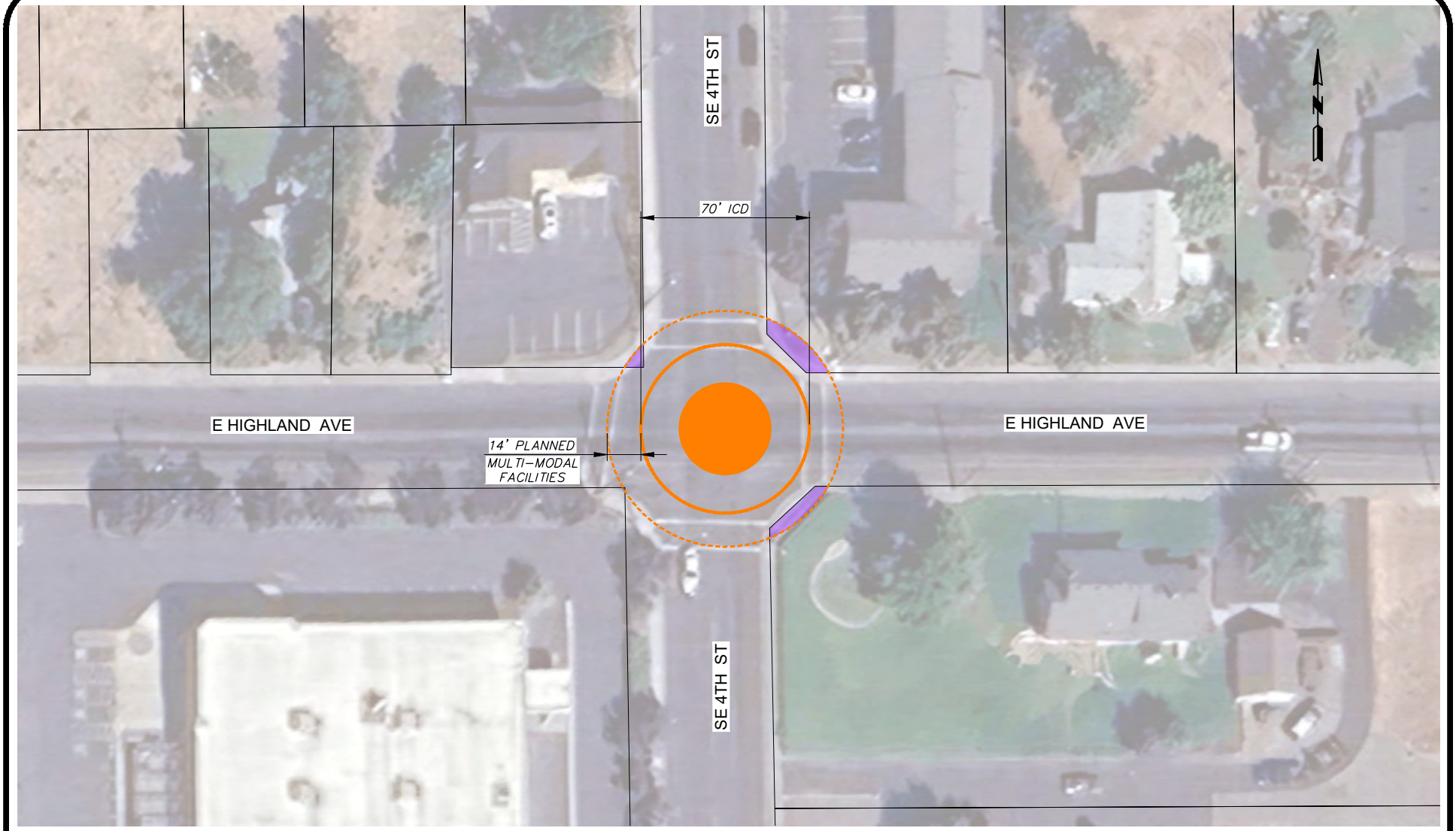
anderson perry

CITY OF
HERMISTON, OREGON
TRANSPORTATION SYSTEM PLAN UPDATE
CONCEPT PLAN

E HIGHLAND AVENUE AND SE 4TH STREET

FIGURE
1

X:\Clients\Hermiston OR\736-168 TSP Update\CAD\CP-736-168-FIG01A_HighandFourthAltOpt.dwg, Layout1, 11/14/2025 11:59 AM, smagner



anderson perry

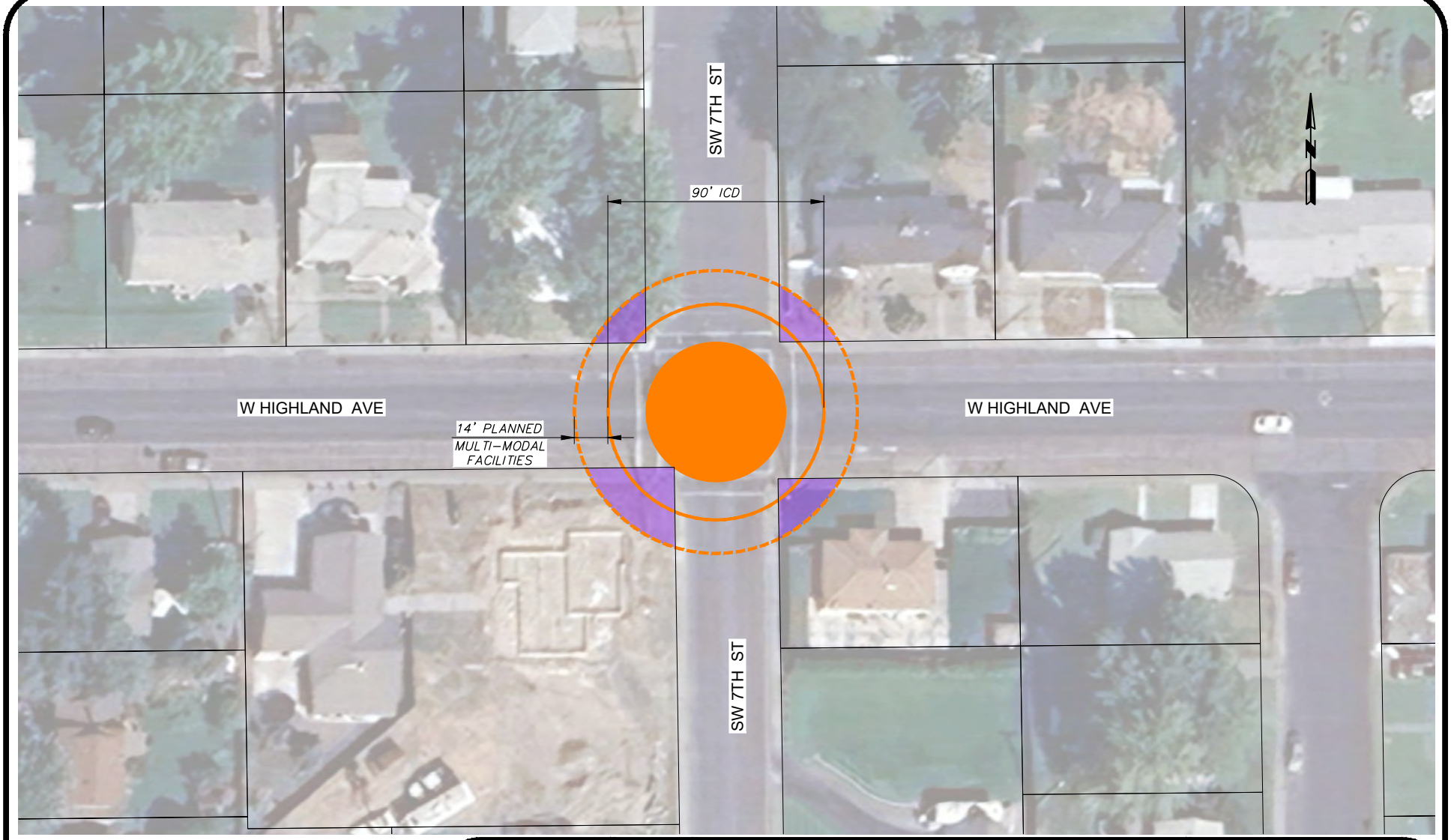
CITY OF
HERMISTON, OREGON
TRANSPORTATION SYSTEM PLAN UPDATE
CONCEPT PLAN

E HIGHLAND AVENUE AND SE 4TH STREET ALTERNATIVE OPTION

FIGURE

1A

X:\Clients\Hermiston OR\736-168 TSP Update\CAD\CP-736-168-FIG02_HighandSeventh.dwg, Layout1, 11/14/2025 12:00 PM, smagner



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anderson perry

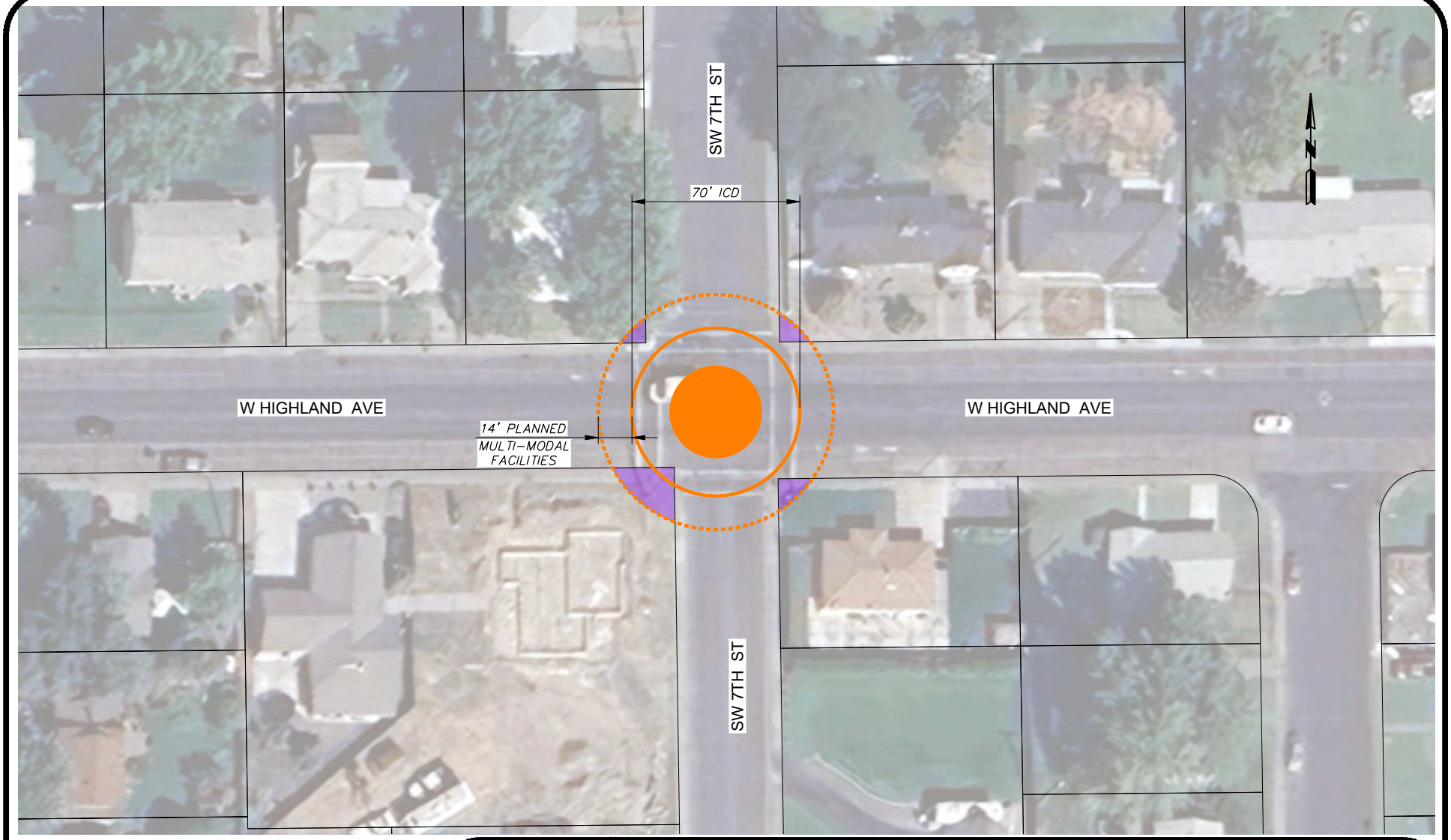
CITY OF
HERMISTON, OREGON
TRANSPORTATION SYSTEM PLAN UPDATE
CONCEPT PLAN

W HIGHLAND AVENUE AND SW 7TH STREET

FIGURE

2

X:\Clients\Hermiston OR\736-168 TSP Update\CAD\CP-736-168-FIG02A_HighandSeventhAltOpt.dwg, Layout1, 11/14/2025 12:01 PM, smagner



anderson perry

CITY OF
HERMISTON, OREGON
TRANSPORTATION SYSTEM PLAN UPDATE
CONCEPT PLAN

W HIGHLAND AVENUE AND SW 7TH STREET ALTERNATIVE OPTION

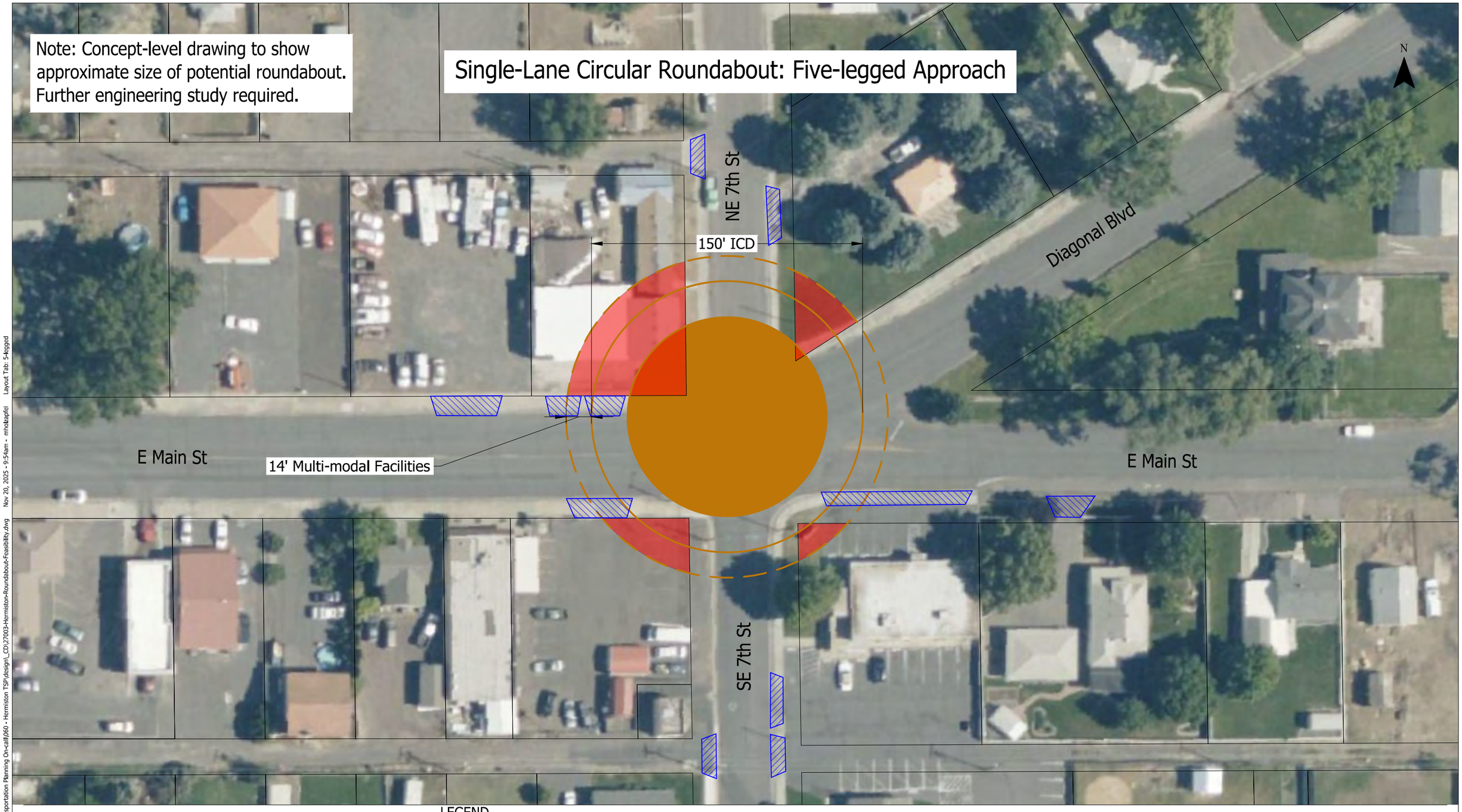
FIGURE

2A

ATTACHMENT F – E MAIN ST/NE 7TH ST/DIAGONAL BLVD ROUNDABOUT CONCEPTS

Note: Concept-level drawing to show approximate size of potential roundabout. Further engineering study required.

Single-Lane Circular Roundabout: Five-legged Approach



Scale: 1" = 50'

50 25 0 50

LEGEND

Inscribed Circle Diameter

Facility width for planned multi-modal facilities

Center Island

Estimated ROW impacted area

Potential impacts to driveway access

E Main St / 7th St / Diagonal Blvd
Hermiston, Oregon

Figure

H:\27\27003 - ODOT Transportation Planning On-call\060 - Hermiston TSP\design_CD\27003-Hermiston-Roundabout-Feasibility.dwg Nov 20, 2025 - 9:54am - mholzapfel Layout Tab: 5-legged

Note: Concept-level drawing to show approximate size of potential roundabout. Further engineering study required.

Single-Lane Circular Roundabout: Four-legged Approach

N

Diagonal Blvd

NE 7th St

110' ICD

14' Multi-modal Facilities

E Main St

E Main St

SE 7th St

Consider Right-in/Right-out Access to SE 7th St

Scale: 1" = 50'

50 25 0 50

LEGEND

Inscribed Circle Diameter

Facility width for planned multi-modal facilities

Center Island

Estimated ROW impacted area

Potential impacts to driveway access

E Main St / 7th St / Diagonal Blvd
Hermiston, Oregon

Figure

H:\27\27003 - ODOT Transportation Planning On-call\060 - Hermiston TSP\design_CD\27003-Hermiston-Roundabout-Feasibility.dwg Nov 20, 2025 - 9:55am - mholzapfel Layout Tab: East-shifted

KITTELSON & ASSOCIATES

Note: Concept-level drawing to show approximate size of potential roundabout. Further engineering study required.

Single-Lane Oval Roundabout: Four-legged Approach

N

NE 7th St

Diagonal Blvd

Align E Main St Approach with Diagonal Blvd

130'

90'

14' Multi-modal Facilities

E Main St

E Main St

SE 7th St

Scale: 1" = 50'

50 25 0 50

LEGEND

Inscribed Circle Diameter

Facility width for planned multi-modal facilities

Center Island

Estimated ROW impacted area

Potential impacts to driveway access

E Main St / 7th St / Diagonal Blvd
Hermiston, Oregon

Figure

KITTELSON & ASSOCIATES

H:\27\27003 - ODOT Transportation Planning On-call\060 - Hermiston TSP\design_CD\27003-Hermiston-Roundabout-Feasibility.dwg Nov 20, 2025 - 9:57am - mholzapfel Layout Tab: Oval

Mayor and Members of the City Council

STAFF REPORT

For the Meeting of November 9, 2026

Title/Subject

Resolution 2448: Geer/Harper Rail Crossing Agreement.

Summary

This resolution will authorize staff to execute a Rail Crossing Agreement associated with the Geer/Harper realignment project.

Background

The realignment project at Geer & Harper includes a rail crossing. The existing crossing involved two sets of tacks; one branch line which goes to the Port of Umatilla, with the other being a siding. The project calls for the 'elimination' of the siding crossing by effectively shortening the siding by moving its connection-point to the south of the crossing. The project also includes flat-work within the tracks themselves.

Most of the flat-work for the overall realignment project has been substantially completed up to the track crossing. This agreement covers the actual demolition/movement of the siding from within the crossing area, and subsequent restoration of the crossing between the work on either side which has already been completed.

This agreement does not include construction of the vertical components (i.e. crossing arms). That work is still yet to come as part of a separate agreement.

Tie-In to Council Goals

City Facilities: Public facilities that meet the community needs of today and the future

Fiscal Information

The cost of the work included in this agreement is $417,075. This is anticipated to be paid for through the $4.5M N 1st Place State Legislative earmark from HB2017; of which there remains $924,591.66.

Alternatives and Recommendation

Alternatives

1. Approve Resolution 2448
2. Reject Resolution 2448
3. Table Resolution 2448

Recommended Action/Motion

Approve Resolution 2448

Submitted By:

Mark Morgan

RESOLUTION NO. 2448

A RESOLUTION AUTHORIZING A PUBLIC HIGHWAY AT-GRADE CROSSING AGREEMENT AND AUTHORIZING THE CITY MANAGER TO SIGN ON BEHALF OF THE CITY

WHEREAS, the City of Hermiston ("City") is currently completing road improvements at Geer Road and Harper Road that includes the realignment of those two roads; and

WHEREAS, the realignment project at Geer Road and Harper Road includes improvements to the rail crossing at Geer Road which is owned by the Union Pacific Railroad Company ("Union Pacific"); and

WHEREAS, Union Pacific has provided the attached Public Highway At-Grade Crossing Agreement for the City to have the right to construct, maintain and repair the roadway over and across the crossing at Geer Road; and

WHEREAS, City staff recommend authorization of the Public Highway At-Grade Crossing Agreement so that the roadway improvements at Geer Road and Harper Road may be completed.

NOW, THEREFORE, THE CITY OF HERMISTON RESOLVES AS FOLLOWS:

1. That the Public Highway At-Grade Crossing Agreement between the City of Hermiston and Union Pacific Railroad Company is authorized.

2. That City Manager is hereby authorized to execute and deliver the Public Highway At-Grade Crossing Agreement with such changes, additions, deletions and modifications as the City Manager may approve.

3. That this resolution is effective immediately upon its passage.

PASSED by the Common Council this 9th day of November 2026.
SIGNED by the Mayor this 9th day of November 2026.

_____
Doug Primmer, MAYOR

ATTEST:

_____
Lilly Alarcon-Strong, CMC, CITY RECORDER

UP Real Estate Project No: 0772617

PUBLIC HIGHWAY AT-GRADE CROSSING AGREEMENT

Geer Road
DOT# 808090M
Mile Post4.743 – Umatilla Industrial Lead
Hermiston, Umatilla County, State of Oregon

THIS AGREEMENT ("Agreement") is made and entered into as of _____ ("Effective Date"), by and between **UNION PACIFIC RAILROAD COMPANY**, a Delaware corporation, to be addressed at Real Estate Department, 1400 Douglas Street, Mail Stop 1690, Omaha, Nebraska 68179 (”Railroad") and **CITY OF HERMISTON**, a municipal corporation or political subdivision of the State of Oregon to be addressed at 180 NE 2nd Street, Hermiston, Oregon, 97838 ("Political Body").

RECITALS:

Presently, the Political Body utilizes the Railroad’s property for the existing at grade public road crossing over Geer Road at Railroad’s Mile Post4.743 on Railroad’s Umatilla Industrial Lead at or near Hermiston, Umatilla County, State of Oregon.

The Political Body now desires to undertake as its project (the “Project”) the reconstruction and widening of the existing at grade public road crossing. The road crossing, as reconstructed and widened is hereinafter the “Roadway.”

The Railroad right of way being utilized for the existing at grade public road crossing is not sufficient to allow for the reconstruction and widening of the Roadway. Therefore, under this Agreement, the Railroad will be granting additional rights to the Political Body to facilitate the reconstruction and widening of the Roadway. The portion of Railroad’s property that Political Body needs to use in connection with the Roadway (including the right of way being utilized for the existing at grade crossing) is shown on the Railroad’s location print marked **Exhibit A** and the Political Body’s type, size and location prints of the Project marked **Exhibit A-1**, with each exhibit being attached hereto and hereby made a part hereof (the “Crossing Area”).

The Railroad and the Political Body are entering into this Agreement to cover the above.

AGREEMENT:

NOW, THEREFORE, it is mutually agreed by and between the parties hereto as

follows:

Section 1. EXHIBIT B

The general terms and conditions marked **Exhibit B,** are attached hereto and hereby made a part hereof.

Section 2. RAILROAD GRANTS RIGHT

For and in consideration of the sum of **TWO THOUSAND DOLLARS ($2,000.00)** to be paid by the Political Body to the Railroad upon the execution and delivery of this Agreement and in further consideration of the Political Body's agreement to perform and comply with the terms of this Agreement, the Railroad hereby grants to the Political Body the right to construct, maintain and repair the Roadway over and across the Crossing Area.

Section 3. DEFINITION OF CONTRACTOR

For purposes of this Agreement the term "Contractor" shall mean the contractor or contractors hired by the Political Body to perform any Project work on any portion of the Railroad's property and shall also include the Contractor's subcontractors and the Contractor's and subcontractor's respective employees, officers and agents, and others acting under its or their authority.

Section 4. CONTRACTOR'S RIGHT OF ENTRY AGREEMENT - INSURANCE

A. Prior to Contractor performing any work within the Crossing Area and any subsequent maintenance and repair work, the Political Body shall require the Contractor to:

- execute the Railroad's then current Contractor's Right of Entry Agreement
- obtain the then current insurance required in the Contractor's Right of Entry Agreement; and
- provide such insurance policies, certificates, binders and/or endorsements to the Railroad.

B. The Railroad's current Contractor's Right of Entry Agreement is marked **Exhibit D**, attached hereto and hereby made a part hereof. The Political Body confirms that it will inform its Contractor that it is required to execute such form of agreement and obtain the required insurance before commencing any work on any Railroad property. Under no circumstances will the Contractor be allowed on the Railroad's property without first executing the Railroad's Contractor's Right of Entry Agreement and obtaining the insurance set forth therein and also providing to the Railroad the insurance policies, binders, certificates and/or endorsements described therein.

C. All insurance correspondence, binders, policies, certificates and/or

endorsements shall be sent to:

Manager - Contracts
Union Pacific Railroad Company
Real Estate Department
1400 Douglas Street, Mail Stop 1690
Omaha, NE 68179-1690
UP File Folder No. 0772617

D. If the Political Body's own employees will be performing any of the Project work, the Political Body may self-insure all or a portion of the insurance coverage subject to the Railroad's prior review and approval.

Section 5. FEDERAL AID POLICY GUIDE

If the Political Body will be receiving any federal funding for the Project, the current rules, regulations and provisions of the Federal Aid Policy Guide as contained in 23 CFR 140, Subpart I and 23 CFR 646, Subparts A and B are incorporated into this Agreement by reference.

Section 6. NO PROJECT EXPENSES TO BE BORNE BY RAILROAD

The Political Body agrees that no Project costs and expenses are to be borne by the Railroad. In addition, the Railroad is not required to contribute any funding for the Project.

Section 7. WORK TO BE PERFORMED BY RAILROAD; BILLING SENT TO POLITICAL BODY; POLITICAL BODY'S PAYMENT OF BILLS

A. The work to be performed by the Railroad, at the Political Body's sole cost and expense, is described in the Railroad's Material and Force Account Estimate dated May 11, 2026, marked **Exhibit C**, attached hereto and hereby made a part hereof (the "Estimate"). As set forth in the Estimate, the Railroad's estimated cost for the Railroad's work associated with the Project is **Four Hundred Fifteen Thousand Seventy Five Dollars ($415,075.00)**.

B. The Railroad, if it so elects, may recalculate and update the Estimate submitted to the Political Body in the event the Political Body does not commence construction on the portion of the Project located on the Railroad's property within six (6) months from the date of the Estimate.

C. The Political Body acknowledges that the Estimate may not include any estimate of flagging or other protective service costs that are to be paid by the Political Body or the Contractor in connection with flagging or other protective services provided by the Railroad in connection with the Project. All of such costs incurred by the Railroad are to be paid by the Political Body or the Contractor as determined by the Railroad and

the Political Body. If it is determined that the Railroad will be billing the Contractor directly for such costs, the Political Body agrees that it will pay the Railroad for any flagging costs that have not been paid by any Contractor within thirty (30) days of the Contractor's receipt of billing.

D. The Railroad shall send progressive billing to the Political Body during the Project and final billing to the Political Body within three hundred sixty-five (365) days after receiving written notice from the Political Body that all Project work affecting the Railroad's property has been completed and the Project Manager has closed the Project work order and notified the Political Body.

E. The Political Body agrees to reimburse the Railroad within thirty (30) days of its receipt of billing from the Railroad for one hundred percent (100%) of all actual costs incurred by the Railroad in connection with the Project including, but not limited to, all actual costs of engineering review (including preliminary engineering review costs incurred by Railroad prior to the Effective Date of this Agreement), construction, inspection, flagging (unless flagging costs are to be billed directly to the Contractor), procurement of materials, equipment rental, manpower and deliveries to the job site and all direct and indirect overhead labor/construction costs including Railroad's standard additive rates.

Section 8. PLANS

A. The Political Body, at its expense, shall prepare, or cause to be prepared by others, the detailed plans and specifications for the Project and the Structure and submit such plans and specifications to the Railroad’s Assistant Vice President Engineering-Design, or his authorized representative, for prior review and approval. The plans and specifications shall include all Roadway layout specifications, cross sections and elevations, associated drainage, and other appurtenances.

B. The final one hundred percent (100%) completed plans that are approved in writing by the Railroad’s Assistant Vice President Engineering-Design, or his authorized representative, are hereinafter referred to as the “Plans”. The Plans are hereby made a part of this Agreement by reference.

C. No changes in the Plans shall be made unless the Railroad has consented to such changes in writing.

D. The Railroad's review and approval of the Plans will in no way relieve the Political Body or the Contractor from their responsibilities, obligations and/or liabilities under this Agreement, and will be given with the understanding that the Railroad makes no representations or warranty as to the validity, accuracy, legal compliance or completeness of the Plans and that any reliance by the Political Body or Contractor on the Plans is at the risk of the Political Body and Contractor.

Section 9. NON-RAILROAD IMPROVEMENTS

A. Submittal of plans and specifications for protecting, encasing, reinforcing, relocation, replacing, removing and abandoning in place all non-railroad owned facilities (the "Non Railroad Facilities") affected by the Project including, without limitation, utilities, fiber optics, pipelines, wirelines, communication lines and fences is required under Section 8. The Non Railroad Facilities plans and specifications shall comply with Railroad's standard specifications and requirements, including, without limitation, American Railway Engineering and Maintenance-of-Way Association ("AREMA") standards and guidelines. Railroad has no obligation to supply additional land for any Non Railroad Facilities and does not waive its right to assert preemption defenses, challenge the right-to-take, or pursue compensation in any condemnation action, regardless if the submitted Non Railroad Facilities plans and specifications comply with Railroad's standard specifications and requirements. Railroad has no obligation to permit any Non Railroad Facilities to be abandoned in place or relocated on Railroad's property.

B. Upon Railroad's approval of submitted Non Railroad Facilities plans and specifications, Railroad will attempt to incorporate them into new agreements or supplements of existing agreements with Non Railroad Facilities owners or operators. Railroad may use its standard terms and conditions, including, without limitation, its standard license fee and administrative charges when requiring supplements or new agreements for Non Railroad Facilities. Non Railroad Facilities work shall not commence before a supplement or new agreement has been fully executed by Railroad and the Non Railroad Facilities owner or operator, or before Railroad and Political Body mutually agree in writing to (i) deem the approved Non Railroad Facilities plans and specifications to be Plans pursuant to Section 8B, (ii) deem the Non Railroad Facilities part of the Structure, and (iii) supplement this Agreement with terms and conditions covering the Non Railroad Facilities.

Section 10. EFFECTIVE DATE; TERM; TERMINATION

A. This Agreement is effective as of the Effective Date first herein written and shall continue in full force and effect for as long as the Roadway remains on the Railroad’s property.

B. The Railroad, if it so elects, may terminate this Agreement effective upon delivery of written notice to the Political Body in the event the Political Body does not commence construction on the portion of the Project located on the Railroad’s property within twelve (12) months from the Effective Date.

C. If the Agreement is terminated as provided above, or for any other reason, the Political Body shall pay to the Railroad all actual costs incurred by the Railroad in connection with the Project up to the date of termination, including, without limitation, all actual costs incurred by the Railroad in connection with reviewing any preliminary or final Project Plans.

Section 11. CONDITIONS TO BE MET BEFORE POLITICAL BODY CAN COMMENCE WORK

Neither the Political Body nor the Contractor may commence any work within the Crossing Area or on any other Railroad property until:

(i) The Railroad and Political Body have executed this Agreement.

(ii) The Railroad has provided to the Political Body the Railroad's written approval of the Plans.

(iii) Each Contractor has executed Railroad's Contractor's Right of Entry Agreement and has obtained and/or provided to the Railroad the insurance policies, certificates, binders, and/or endorsements required under the Contractor's Right of Entry Agreement.

(iv) Each Contractor has given the advance notice(s) required under the Contractor's Right of Entry Agreement to the Railroad Representative named in the Contactor's Right of Entry Agreement.

Section 12. FUTURE PROJECTS

Future projects involving substantial maintenance, repair, reconstruction, renewal and/or demolition of the Roadway shall not commence until Railroad and Political Body agree on the plans for such future projects, cost allocations, right of entry terms and conditions and temporary construction rights, terms and conditions.

Section 13. ASSIGNMENT; SUCCESSORS AND ASSIGNS

A. Political Body shall not assign this Agreement without the prior written consent of Railroad.

B. Subject to the provisions of Paragraph A above, this Agreement shall inure to the benefit of and be binding upon the successors and assigns of Railroad and Political Body.

Section 14. SPECIAL PROVISIONS PERTAINING TO AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009

If the Political Body will be receiving American Recovery and Reinvestment Act ("ARRA") funding for the Project, the Political Body agrees that it is responsible in performing and completing all ARRA reporting documents for the Project. The Political Body confirms and acknowledges that Section 1512 of the ARRA provisions applies only to a "recipient" receiving ARRA funding directing from the federal government and, therefore, (i) the ARRA reporting requirements are the responsibility of the Political Body and not of the Railroad, and (ii) the Political Body shall not delegate any ARRA reporting

responsibilities to the Railroad. The Political Body also confirms and acknowledges that (i) the Railroad shall provide to the Political Body the Railroad's standard and customary billing for expenses incurred by the Railroad for the Project including the Railroad's standard and customary documentation to support such billing, and (ii) such standard and customary billing and documentation from the Railroad provides the information needed by the Political Body to perform and complete the ARRA reporting documents. The Railroad confirms that the Political Body and the Federal Highway Administration shall have the right to audit the Railroad's billing and documentation for the Project as provided in Section 11 of **Exhibit B** of this Agreement.

IN WITNESS WHEREOF, the parties have caused this Agreement to be duly executed as of the Effective Date first herein written.

UNION PACIFIC RAILROAD COMPANY
(Federal Tax ID #94-6001323)

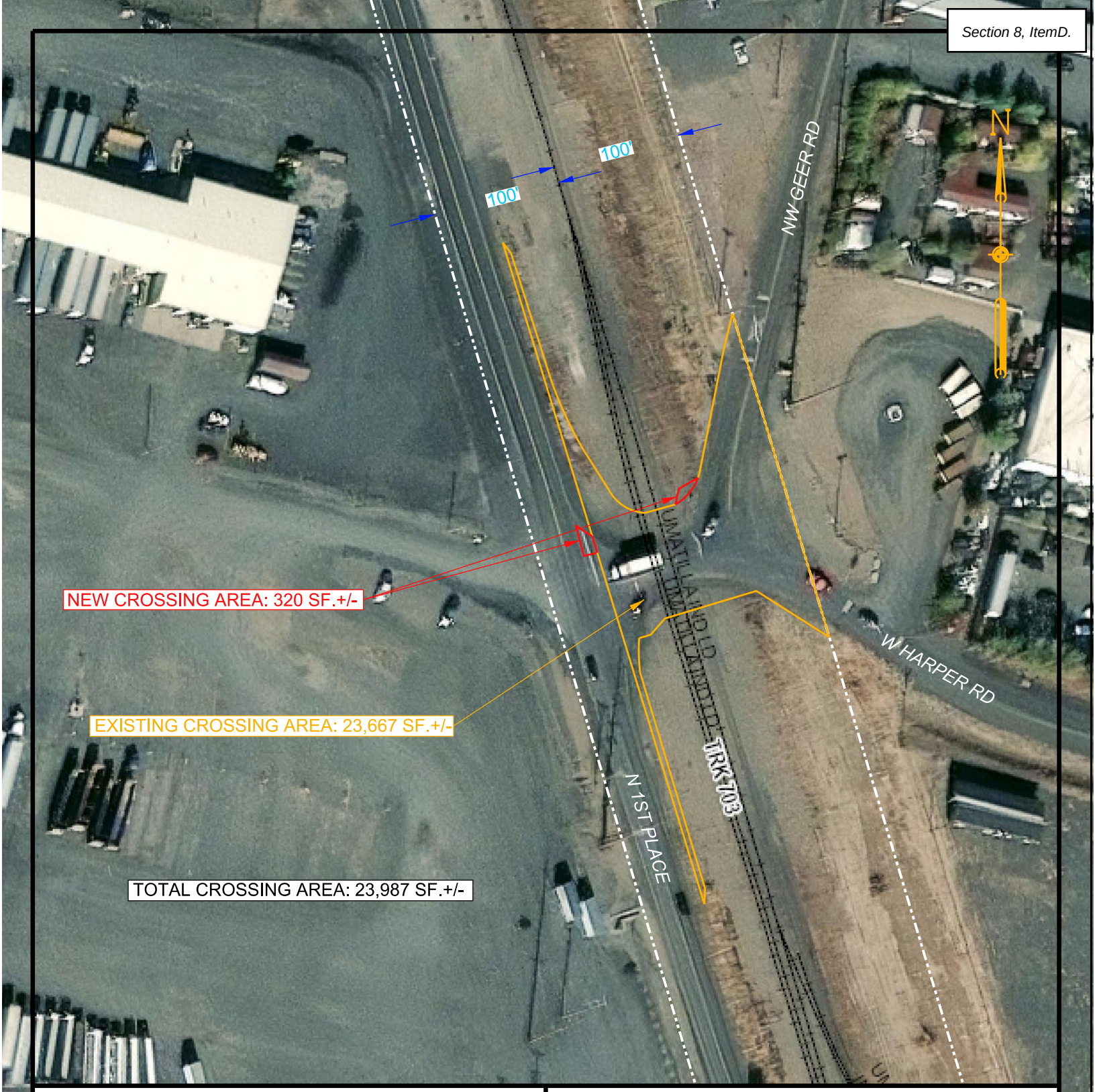
By: _____
Printed Name: _____
Title: _____

CITY OF HERMISTON

By: _____
Printed Name: _____
Title: _____

EXHIBIT A
TO
PUBLIC HIGHWAY AT-GRADE CROSSING AGREEMENT

Exhibit A will be a print showing the Crossing Area (see Recitals)



LEGEND:

NEW CROSSING AREA .....

EXISTING CROSSING AREA .....

UPRRCO. R/W OUTLINED .....

CADD FILENAME	0772617
SCAN FILENAME	AERIAL PRINT

NOTE: BEFORE YOU BEGIN ANY WORK, SEE AGREEMENT FOR FIBER OPTIC PROVISIONS.

EXHIBIT "A"

UNION PACIFIC RAILROAD COMPANY

HERMISTON, UMATILLA COUNTY, OR

M.P. 4.74 – UMATILLA IND LEAD

SCALE: 1" = 100'

OFFICE OF REAL ESTATE
OMAHA, NEBRASKA DATE: 7-27-2026

DSK FILE: 0772617

936

EXHIBIT A-1
TO
PUBLIC HIGHWAY AT-GRADE CROSSING AGREEMENT

Exhibit A-1 will be the Political Body's type, size and location prints of the Project (see Recitals)

WORK ITEMS

1. REMOVE EXISTING RAILROAD TIES, TRACK, AND SWITCH (APPROXIMATELY 580') BY UPRR FORCES
2. CONSTRUCT NEW RAILROAD SIDETRACK BY UPRR FORCES
3. PROTECT EXISTING POWER POLE
4. RELOCATE EXISTING POWER POLE
5. 6' CONCRETE SIDEWALK
6. 10' MULTI-USE PATH
7. INSTALL RAILROAD CROSSING SIGN (W10-1)
8. INSTALL RAIL GRADE CROSSING SIGN (W10-3)
9. INSTALL STOP SIGN (R1-1)
10. INSTALL SPEED LIMIT SIGN (R2-1)
11. INSTALL FLASHING STOP SIGN (R1-1) WITH ALL WAY SIGN (R1-3P)
12. INSTALL STOP SIGN AHEAD SIGN (W3-1)
13. CONSTRUCT ECO-BLACK RETAINING WALL
14. INSTALL DO NOT STOP ON TRACKS SIGN (R8-8)
15. INSTALL STREET LIGHTING

NW GEER RD
NW 6TH ST
W HARPER RD
N 1ST PLACE
UPRR (UMATILLA INDUSTRIAL LEAD)
UPRR GRADE CROSSING #808090M
R/W
270'
540'
60'
175'
185'
310'
200'
312.88'
100'
50'
12'
14'
(45MPH)
(35MPH)
(25MPH)
STOP AHEAD
STOP
DO NOT STOP ON TRACKS
SEE FIGURE 2

50 0 50 100 150
SCALE IN FEET

anderson perry

CITY OF
HERMISTON, OREGON
HARPER RD - GEER RD - N. 1ST PLACE INTERSECTION IMPROVEMENTS
PRELIMINARY DESIGN

PROPOSED SITE PLAN

FIGURE 1

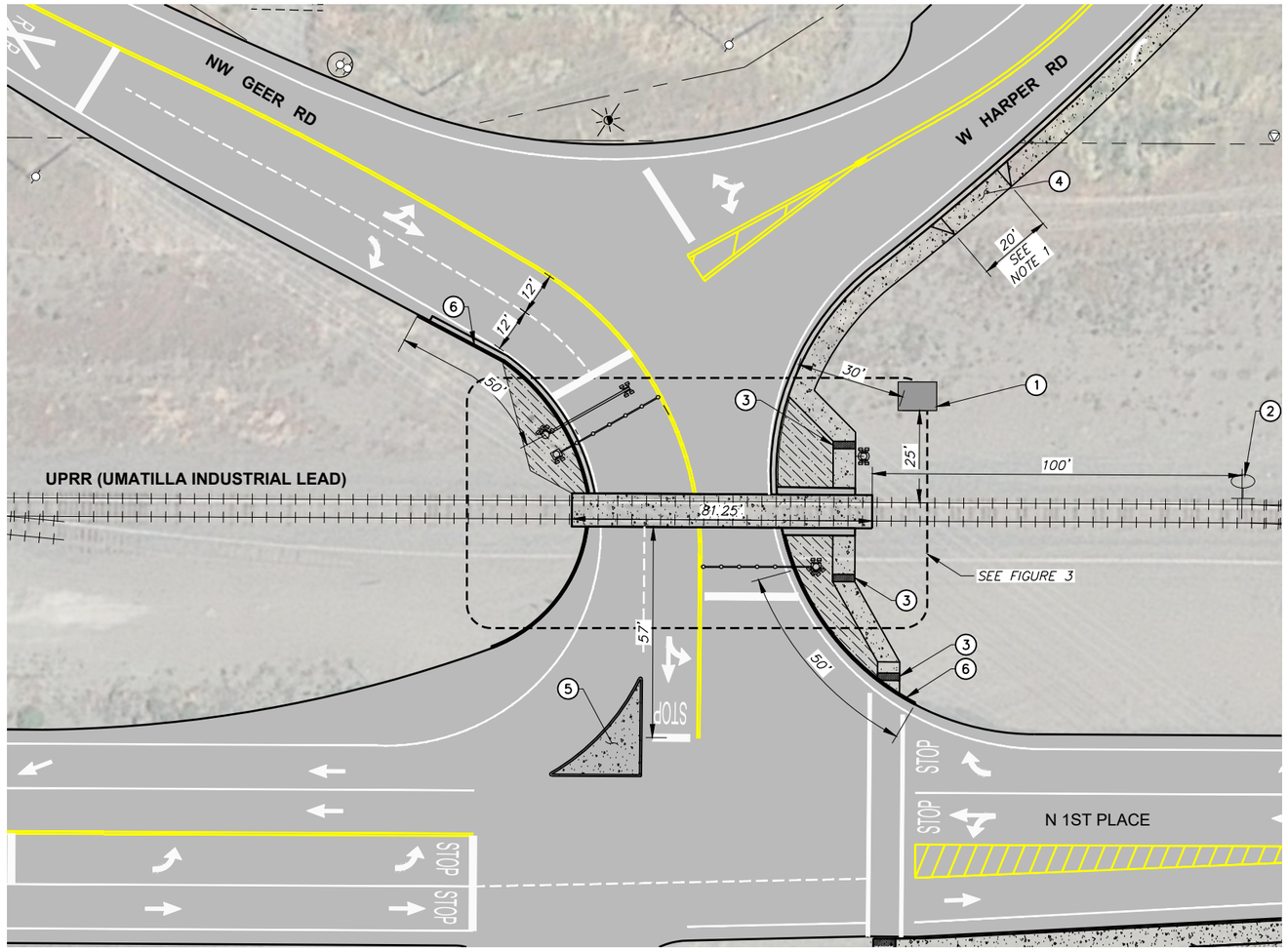
X:\Clients\Hermiston OR\736-83 GeerRd&HarperRdRealign\CAD\IIPD-736-83-FIG01.dwg, Layout1, 3/4/2026 10:24 AM, cgilmore

WORK ITEMS

1. INSTALL RAILROAD SIGNAL HOUSE, BY UPRR FORCES
2. RELOCATE RAILROAD SWITCH BY UPRR FORCES
3. INSTALL 2' TRUNCATED DOME SURFACE 2' UPSTREAM OF CENTER OF GRADE CROSSING FLASHERS MIN 12'-8" FROM RAILROAD CENTERLINE
4. CONSTRUCT REINFORCED CONCRETE DRIVEWAY APPROACH WITH ROLLED CURB FOR UPRR PERSONNEL ACCESS
5. CONSTRUCT CONCRETE TRAFFIC ISLAND AND MOUNTABLE CURB
6. INSTALL 6" NON-MOUNTABLE RAISED CURB. CURB TO EXTEND 50' FROM RAILROAD GATE ARM

NOTE

1. REINFORCEMENT SHALL BE DESIGNED TO WITHSTAND A MINIMUM OF 80,000 LBS GVW PER UPRR REQUIREMENTS.



USDOT RAIL CROSSING #808090M

20 0 20 40 60
SCALE IN FEET

anderson perry

CITY OF
HERMISTON, OREGON
HARPER RD - GEER RD - N. 1ST PLACE INTERSECTION IMPROVEMENTS
PRELIMINARY DESIGN

RAIL CROSSING DETAIL I

FIGURE 2

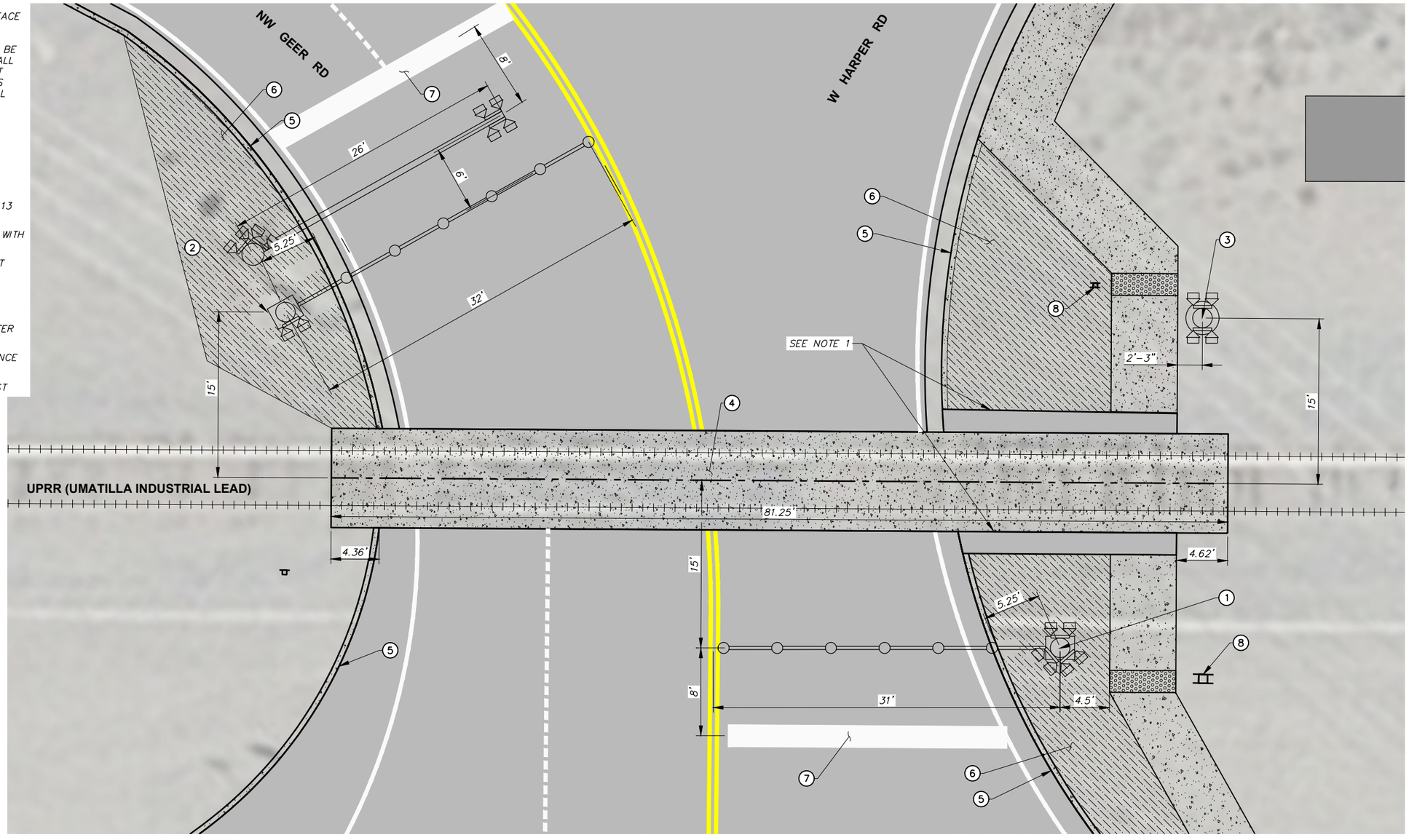
X:\Clients\Hermiston OR\736-83 GeerRd&HarperRdRealign\CAD\IIPD-736-83-FIG02.dwg, Layout1, 3/4/2026 10:25 AM, cgilmore

NOTES

1. PROVIDE A 2 FT ACP BUFFER BETWEEN PRECAST CONCRETE PANEL AND CONCRETE SIDEWALK SURFACE AS SHOWN ON UPRR STD. DWG. 0304.
2. GATE ARMS AND CANTILEVERED FLASHERS SHALL BE INSTALLED BY UPRR FORCES. SIDE FLASHERS SHALL BE INSTALLED AND ORIENTED TOWARDS ADJACENT ROADWAY APPROCAHES. FRONT AND BACK LIGHTS SHALL BE INSTALLED AND ORIENTED TOWARDS ALL ONCOMING DIRECTIONS OF TRAFFIC. SEE TYPICAL SECTION ON FIGURE 4 FOR FURTHER DIMENSIONS.

WORK ITEMS

1. INSTALL GRADE CROSSING FLASHER/GATE, R15-1, AND I-13 SIGNS. SEE NOTE 2
2. INSTALL GRADE CROSSING FLASHERS/GATE WITH CANTILEVER FLASHING LIGHTS WITH R15-1 AND I-13 SIGNS. SEE NOTE 2
3. INSTALL GRADE CROSSING PEDESTRIAN FLASHERS WITH R15-1 SIGN. BY UPRR FORCES.
4. INSTALL GRADE CROSSING SURFACE WITH PRECAST CONCRETE PANELS BY UPRR FORCES. (TEN 8.125' PANELS REQUIRED) SEE UPRR STD. DWG. 0304
5. INSTALL 6" NON-MOUNTABLE RAISED CURB. TAPER CURB DOWN TO 0" HEIGHT, 10' FROM CENTER OF TRACK
6. NON-PAVED AGGREGATE SURFACE FOR MAINTENANCE ACCESS.
7. INSTALL 24" STOP BAR 8' MINIMUM FROM NEAREST RAILROAD FLASHER.
8. INSTALL DOUBLE SIDED "LOOK" SIGN (R15-8).



USDOT RAIL CROSSING #808090M

5 0 5 10 15
SCALE IN FEET

anderson perry

CITY OF
HERMISTON, OREGON
HARPER RD - GEER RD - N. 1ST PLACE INTERSECTION IMPROVEMENTS
PRELIMINARY DESIGN

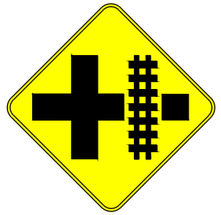
RAIL CROSSING DETAIL II

FIGURE 3

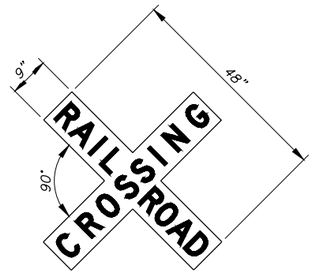
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W10–1
36" DIA



W10–2
36"x36"



R15–1



I–13
EMERGENCY NOTIFICATION SIGN
15"x9"



R1–1
36"x36"



R8–8
30"x24"



R2–1
30"x24"



R2–1
30"x24"



R2–1
30"x24"



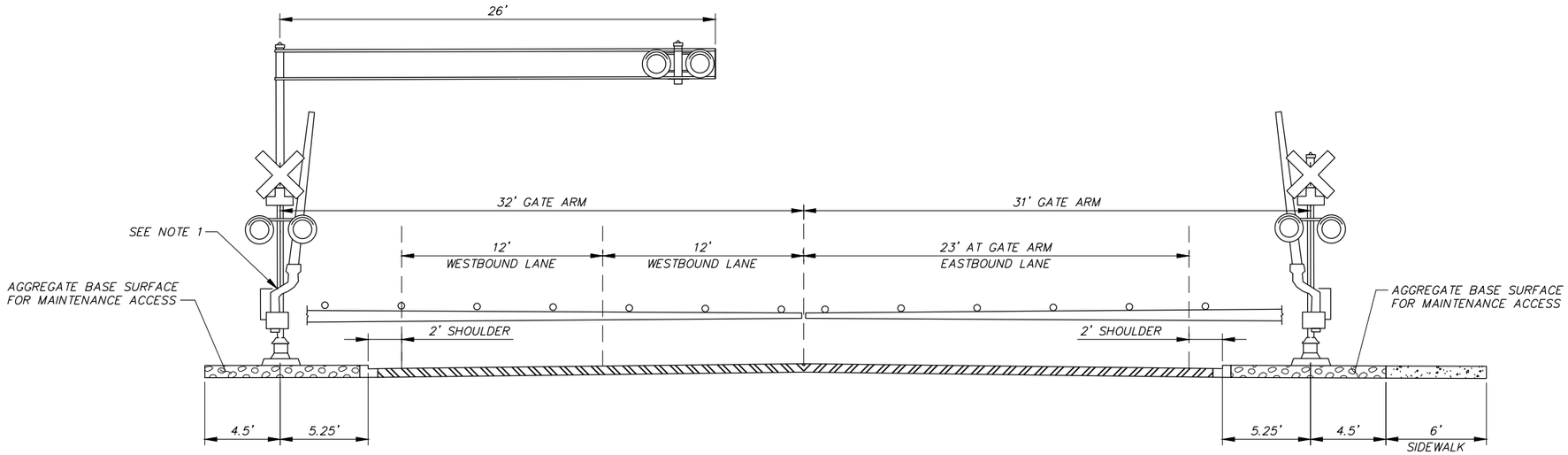
W3–1
36"x36"



R1–3P
18"x6"



R15–8
18"x9"



RAILROAD GATE ARM SECTION

NTS

NOTE

1. GATE ARM AND CANTILEVER FLASHER ARM SHALL BE MOUNTED ON SEPARATE MAST POLE WITH 6–FOOT SEPARATION BY UPRR FORCES.

anderson perry

CITY OF
HERMISTON, OREGON
HARPER RD - GEER RD - N. 1ST PLACE INTERSECTION IMPROVEMENTS
PRELIMINARY DESIGN

SIGN DETAILS AND TYPICAL SECTION

FIGURE
4

X:\Clients\Hermiston OR\736-83 GeerRd&HarperRdRealign\CAD\IIPD-736-83-FIG04.dwg, Layout1, 3/4/2026 10:25 AM, cgilmore

NW 6TH ST

W HARPER RD

NW GEER RD

R/W

UPRR (UMATILLA INDUSTRIAL LEAD)

N 1ST PLACE

STOP AHEAD

STOP

STOP

STOP

40 0 40 80 120

SCALE IN FEET

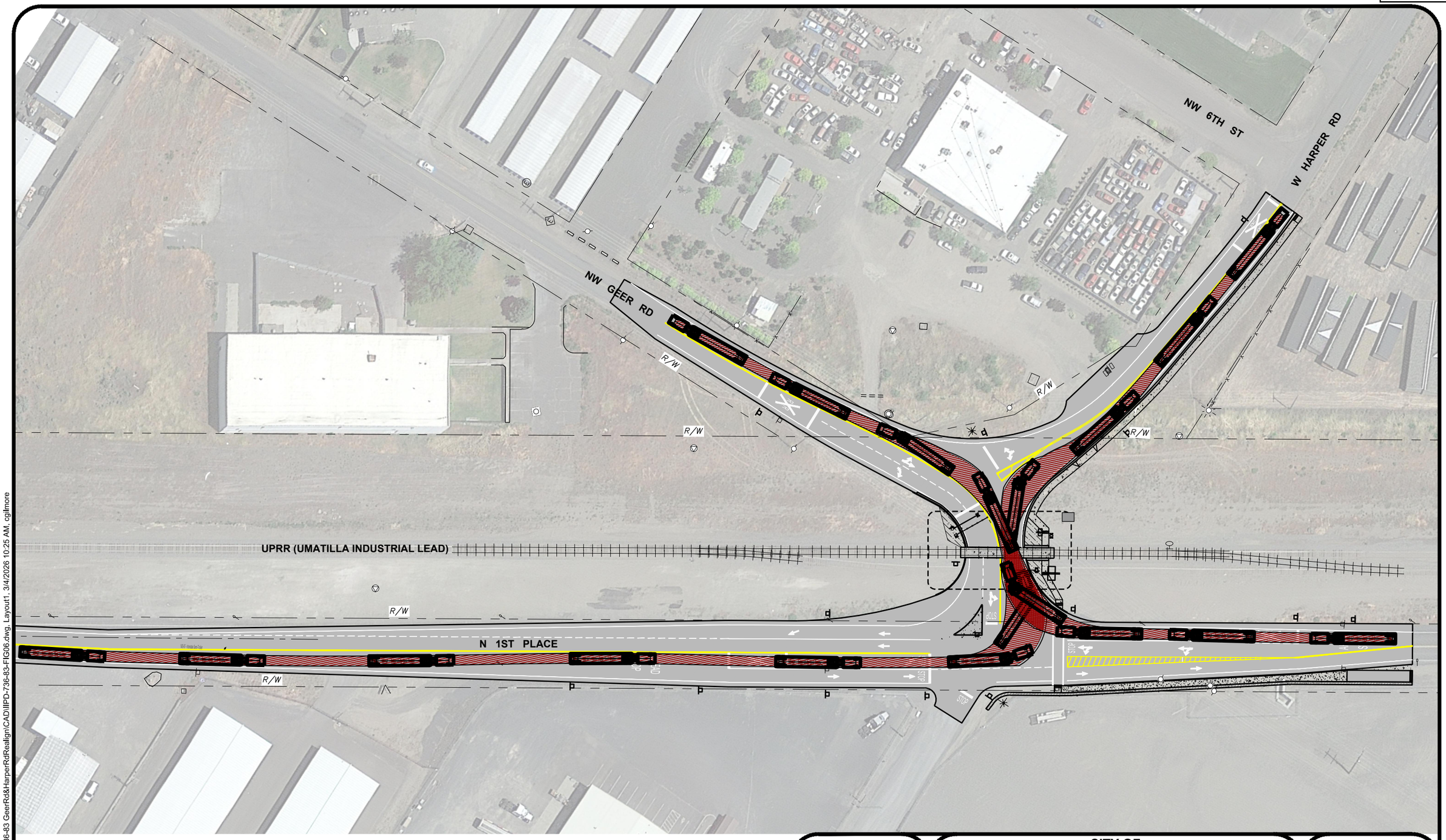
anderson perry

CITY OF
HERMISTON, OREGON
HARPER RD - GEER RD - N. 1ST PLACE INTERSECTION IMPROVEMENTS
PRELIMINARY DESIGN

NB 1ST PLACE TO HARPER RD
GEER RD TO NB 1ST PLACE

FIGURE
5

X:\Clients\Hermiston OR\736-83 GeerRd&HarperRdRealign\CAD\IIPD-736-83-FIG05.dwg, Layout1, 3/4/2026 10:25 AM, cgilmore



CITY OF
HERMISTON, OREGON
HARPER RD - GEER RD - N. 1ST PLACE INTERSECTION IMPROVEMENTS
PRELIMINARY DESIGN

NB 1ST PLACE TO GEER RD
SB 1ST PLACE TO HARPER RD

FIGURE
6

X:\Clients\Hermiston OR\736-83 GeerRd&HarperRdRealign\CAD\IIPD-736-83-FIG06.dwg, Layout1, 3/4/2026 10:25 AM, cgilmore

NW 6TH ST

W HARPER RD

NW GEER RD

R/W

UPRR (UMATILLA INDUSTRIAL LEAD)

N 1ST PLACE

STOP

AHEAD

40 0 40 80 120

SCALE IN FEET

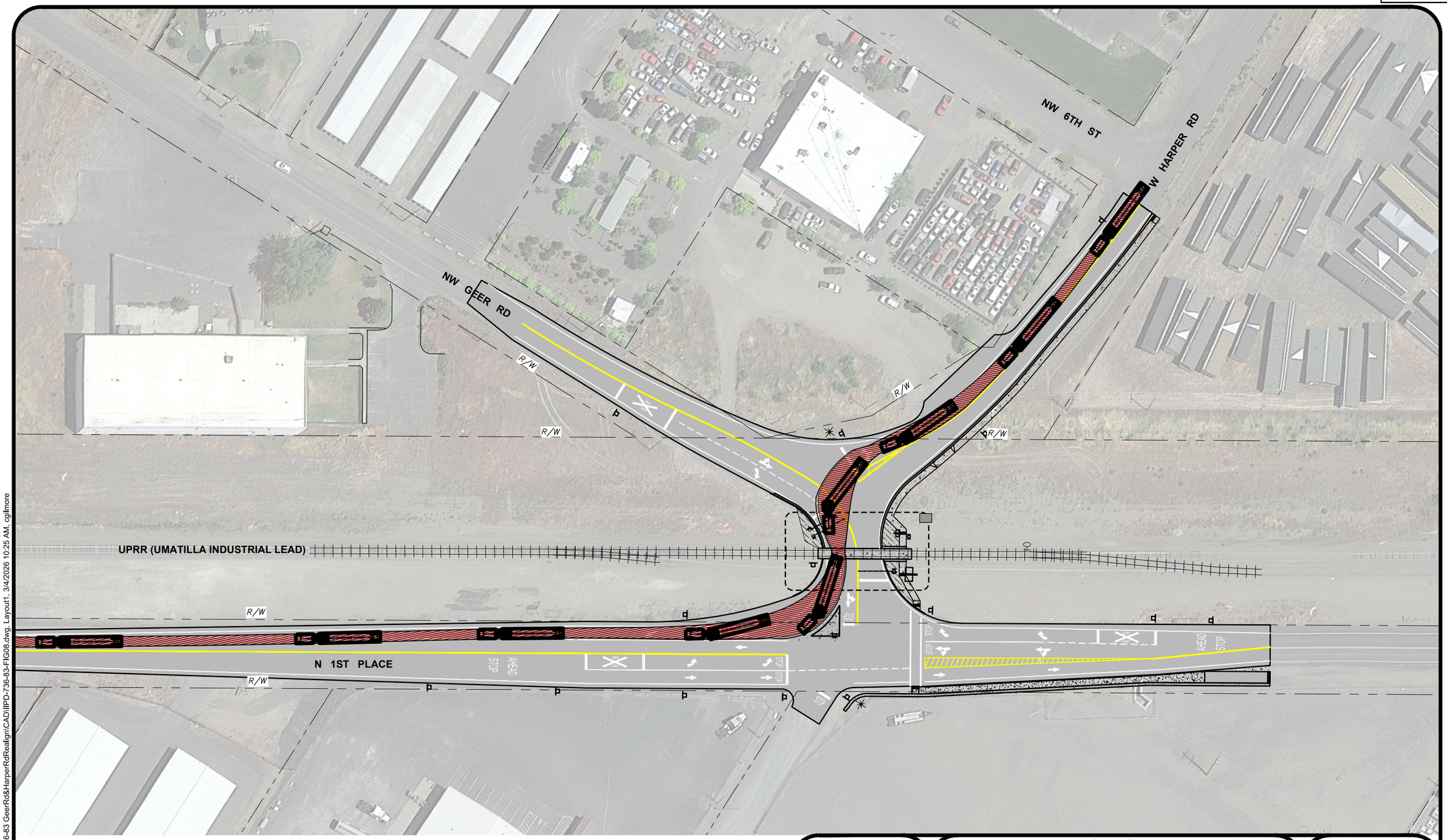
anderson perry

CITY OF
HERMISTON, OREGON
HARPER RD - GEER RD - N. 1ST PLACE INTERSECTION IMPROVEMENTS
PRELIMINARY DESIGN

GEER RD TO SB 1ST PLACE
SB 1ST PLACE TO GEER RD

FIGURE
7

X:\Clients\Hermiston OR\736-83 GeerRd&HarperRdRealign\CAD\IIPD-736-83-FIG07.dwg, Layout1, 3/4/2026 10:25 AM, cgilmore



40 0 40 80 120
SCALE IN FEET

anderson perry

CITY OF
HERMISTON, OREGON
HARPER RD - GEER RD - N. 1ST PLACE INTERSECTION IMPROVEMENTS
PRELIMINARY DESIGN

WB67 HARPER TO NB 1ST PLACE

FIGURE
8

X:\Clients\Hermiston OR\736-83 GeerRd&HarperRdRealign\CAD\IIPD-736-83-FIG08.dwg, Layout1, 3/4/2026 10:25 AM, cgilmore

EXHIBIT B
TO
PUBLIC HIGHWAY AT-GRADE CROSSING AGREEMENT

SECTION 1. CONDITIONS AND COVENANTS

A. The Railroad makes no covenant or warranty of title for quiet possession or against encumbrances. The Political Body shall not use or permit use of the Crossing Area for any purposes other than those described in this Agreement. Without limiting the foregoing, the Political Body shall not use or permit use of the Crossing Area for railroad purposes, or for gas, oil or gasoline pipe lines. Any lines constructed on the Railroad's property by or under authority of the Political Body for the purpose of conveying electric power or communications incidental to the Political Body's use of the property for highway purposes shall be constructed in accordance with specifications and requirements of the Railroad, and in such manner as not adversely to affect communication or signal lines of the Railroad or its licensees now or hereafter located upon said property. No nonparty shall be admitted by the Political Body to use or occupy any part of the Railroad's property without the Railroad's written consent. Nothing herein shall obligate the Railroad to give such consent.

B. The Railroad reserves the right to cross the Crossing Area with such railroad tracks as may be required for its convenience or purposes. In the event the Railroad shall place additional tracks upon the Crossing Area, the Political Body shall, at its sole cost and expense, modify the Roadway to conform with all tracks within the Crossing Area.

C. The right hereby granted is subject to any existing encumbrances and rights (whether public or private), recorded or unrecorded, and also to any renewals thereof. The Political Body shall not damage, destroy or interfere with the property or rights of nonparties in, upon or relating to the Railroad's property, unless the Political Body at its own expense settles with and obtains releases from such nonparties.

D. The Railroad reserves the right to use and to grant to others the right to use the Crossing Area for any purpose not inconsistent with the right hereby granted, including, but not by way of limitation, the right to construct, reconstruct, maintain, operate, repair, alter, renew and replace tracks, facilities and appurtenances on the property; and the right to cross the Crossing Area with all kinds of equipment.

E. So far as it lawfully may do so, the Political Body will assume, bear and pay all taxes and assessments of whatsoever nature or kind (whether general, local or special) levied or assessed upon or against the Crossing Area, excepting taxes levied upon and against the property as a component part of the Railroad's operating property.

F. If any property or rights other than the right hereby granted are necessary for the construction, maintenance and use of the Roadway and its appurtenances, or for the

performance of any work in connection with the Project, the Political Body will acquire all such other property and rights at its own expense and without expense to the Railroad.

SECTION 2. CONSTRUCTION OF ROADWAY

A. The Political Body, at its expense, will apply for and obtain all public authority required by law, ordinance, rule or regulation for the Project, and will furnish the Railroad upon request with satisfactory evidence that such authority has been obtained.

B. Except as may be otherwise specifically provided herein, the Political Body, at its expense, will furnish all necessary labor, material and equipment, and shall construct and complete the Roadway and all appurtenances thereof. The appurtenances shall include, without limitation, all necessary and proper highway warning devices (except those installed by the Railroad within its right of way) and all necessary drainage facilities, guard rails or barriers, and right of way fences between the Roadway and the railroad tracks. Upon completion of the Project, the Political Body shall remove from the Railroad's property all temporary structures and false work, and will leave the Crossing Area in a condition satisfactory to the Railroad.

C. All construction work of the Political Body upon the Railroad's property (including, but not limited to, construction of the Roadway and all appurtenances and all related and incidental work) shall be performed and completed in a manner satisfactory to the Assistant Vice President Engineering-Design of the Railroad or his authorized representative and in compliance with the Plans, and other guidelines furnished by the Railroad.

D. All construction work of the Political Body shall be performed diligently and completed within a reasonable time. No part of the Project shall be suspended, discontinued or unduly delayed without the Railroad's written consent, and subject to such reasonable conditions as the Railroad may specify. It is understood that the Railroad's tracks at and in the vicinity of the work will be in constant or frequent use during progress of the work and that movement or stoppage of trains, engines or cars may cause delays in the work of the Political Body. The Political Body hereby assumes the risk of any such delays and agrees that no claims for damages on account of any delay shall be made against the Railroad by the State and/or the Contractor.

SECTION 3. INJURY AND DAMAGE TO PROPERTY

If the Political Body, in the performance of any work contemplated by this Agreement or by the failure to do or perform anything for which the Political Body is responsible under the provisions of this Agreement, shall injure, damage or destroy any property of the Railroad or of any other person lawfully occupying or using the property of the Railroad, such property shall be replaced or repaired by the Political Body at the Political Body's own expense, or by the Railroad at the expense of the Political Body, and to the satisfaction of the Railroad's Assistant Vice President Engineering-Design.

SECTION 4. RAILROAD MAY USE CONTRACTORS TO PERFORM WORK

The Railroad may contract for the performance of any of its work by other than the Railroad forces. The Railroad shall notify the Political Body of the contract price within ninety (90) days after it is awarded. Unless the Railroad's work is to be performed on a fixed price basis, the Political Body shall reimburse the Railroad for the amount of the contract.

SECTION 5. MAINTENANCE AND REPAIRS

A. The Political Body shall, at its own sole expense, maintain, repair, and renew, or cause to be maintained, repaired and renewed, the entire Crossing Area and Roadway, except the portions between the track tie ends, which shall be maintained by the Railroad at the Political Body's expense.

B. If, in the future, the Political Body elects to have the surfacing material between the track tie ends, or between tracks if there is more than one railroad track across the Crossing Area, replaced with paving or some surfacing material other than timber planking, the Railroad, at the Political Body's expense, shall install such replacement surfacing, and in the future, to the extent repair or replacement of the surfacing is necessitated by repair or rehabilitation of the Railroad's tracks through the Crossing Area, the Political Body shall bear the expense of such repairs or replacement.

SECTION 6. CHANGES IN GRADE

If at any time the Railroad shall elect, or be required by competent authority to, raise or lower the grade of all or any portion of the track(s) located within the Crossing Area, the Political Body shall, at its own expense, conform the Roadway to conform with the change of grade of the trackage.

SECTION 7. REARRANGEMENT OF WARNING DEVICES

If the change or rearrangement of any warning device installed hereunder is necessitated for public or Railroad convenience or on account of improvements for either the Railroad, highway or both, the parties will apportion the expense incidental thereto between themselves by negotiation, agreement or by the order of a competent authority before the change or rearrangement is undertaken.

SECTION 8. SAFETY MEASURES; PROTECTION OF RAILROAD COMPANY OPERATIONS

It is understood and recognized that safety and continuity of the Railroad's operations and communications are of the utmost importance; and in order that the same may be adequately safeguarded, protected and assured, and in order that accidents may be prevented and avoided, it is agreed with respect to all of said work of

the Political Body that the work will be performed in a safe manner and in conformity with the following standards:

A. **Definitions**. All references in this Agreement to the Political Body shall also include the Contractor and their respective officers, agents and employees, and others acting under its or their authority; and all references in this Agreement to work of the Political Body shall include work both within and outside of the Railroad's property.

B. **Entry on to Railroad's Property by Political Body**. If the Political Body's employees need to enter Railroad's property in order to perform an inspection of the Roadway, minor maintenance or other activities, the Political Body shall first provide at least ten (10) working days advance notice to the Railroad Representative. With respect to such entry on to Railroad's property, the Political Body, to the extent permitted by law, agrees to release, defend and indemnify the Railroad from and against any loss, damage, injury, liability, claim, cost or expense incurred by any person including, without limitation, the Political Body's employees, or damage to any property or equipment (collectively the "Loss") that arises from the presence or activities of Political Body's employees on Railroad's property, except to the extent that any Loss is caused by the sole direct negligence of Railroad.

C. **Flagging**.

(i) If the Political Body's employees need to enter Railroad's property as provided in Paragraph B above, the Political Body agrees to notify the Railroad Representative at least thirty (30) working days in advance of proposed performance of any work by Political Body in which any person or equipment will be within twenty-five (25) feet of any track, or will be near enough to any track that any equipment extension (such as, but not limited to, a crane boom) will reach to within twenty-five (25) feet of any track. No work of any kind shall be performed, and no person, equipment, machinery, tool(s), material(s), vehicle(s), or thing(s) shall be located, operated, placed, or stored within twenty-five (25) feet of any of Railroad's track(s) at any time, for any reason, unless and until a Railroad flagman is provided to watch for trains. Upon receipt of such thirty (30) day notice, the Railroad Representative will determine and inform Political Body whether a flagman need be present and whether Political Body needs to implement any special protective or safety measures. If flagging or other special protective or safety measures are performed by Railroad, Railroad will bill Political Body for such expenses incurred by Railroad. If Railroad performs any flagging, or other special protective or safety measures are performed by Railroad, Political Body agrees that Political Body is not relieved of any of its responsibilities or liabilities set forth in this Agreement.

(ii) The rate of pay per hour for each flagman will be the prevailing hourly rate in effect for an eight-hour day for the class of flagmen used during regularly assigned hours and overtime in accordance with Labor Agreements and Schedules in effect at the time the work is performed. In addition to the cost of such labor, a composite charge for vacation, holiday, health and welfare, supplemental sickness, Railroad Retirement and unemployment compensation, supplemental pension, Employees Liability and Property

Damage and Administration will be included, computed on actual payroll. The composite charge will be the prevailing composite charge in effect at the time the work is performed. One and one-half times the current hourly rate is paid for overtime, Saturdays and Sundays, and two and one-half times current hourly rate for holidays. Wage rates are subject to change, at any time, by law or by agreement between Railroad and its employees, and may be retroactive as a result of negotiations or a ruling of an authorized governmental agency. Additional charges on labor are also subject to change. If the wage rate or additional charges are changed, Political Body shall pay on the basis of the new rates and charges.

(iii) Reimbursement to Railroad will be required covering the full eight-hour day during which any flagman is furnished, unless the flagman can be assigned to other Railroad work during a portion of such day, in which event reimbursement will not be required for the portion of the day during which the flagman is engaged in other Railroad work. Reimbursement will also be required for any day not actually worked by the flagman following the flagman's assignment to work on the project for which Railroad is required to pay the flagman and which could not reasonably be avoided by Railroad by assignment of such flagman to other work, even though Political Body may not be working during such time. When it becomes necessary for Railroad to bulletin and assign an employee to a flagging position in compliance with union collective bargaining agreements, Political Body must provide Railroad a minimum of five (5) days notice prior to the cessation of the need for a flagman. If five (5) days notice of cessation is not given, Political Body will still be required to pay flagging charges for the five (5) day notice period required by union agreement to be given to the employee, even though flagging is not required for that period. An additional thirty (30) days notice must then be given to Railroad if flagging services are needed again after such five day cessation notice has been given to Railroad.

D. **Compliance With Laws**. The Political Body shall comply with all applicable federal, state and local laws, regulations and enactments affecting the work. The Political Body shall use only such methods as are consistent with safety, both as concerns the Political Body, the Political Body's agents and employees, the officers, agents, employees and property of the Railroad and the public in general. The Political Body (without limiting the generality of the foregoing) shall comply with all applicable state and federal occupational safety and health acts and regulations. All Federal Railroad Administration regulations shall be followed when work is performed on the Railroad's premises. If any failure by the Political Body to comply with any such laws, regulations, and enactments, shall result in any fine, penalty, cost or charge being assessed, imposed or charged against the Railroad, the Political Body shall reimburse, and to the extent it may lawfully do so, indemnify the Railroad for any such fine, penalty, cost, or charge, including without limitation attorney's fees, court costs and expenses. The Political Body further agrees in the event of any such action, upon notice thereof being provided by the Railroad, to defend such action free of cost, charge, or expense to the Railroad.

E. **No Interference or Delays**. The Political Body shall not do, suffer or permit anything which will or may obstruct, endanger, interfere with, hinder or delay maintenance or operation of the Railroad's tracks or facilities, or any communication or signal lines, installations or any appurtenances thereof, or the operations of others lawfully occupying or using the Railroad's property or facilities.

F. **Supervision**. The Political Body, at its own expense, shall adequately police and supervise all work to be performed by the Political Body, and shall not inflict injury to persons or damage to property for the safety of whom or of which the Railroad may be responsible, or to property of the Railroad. The responsibility of the Political Body for safe conduct and adequate policing and supervision of the Project shall not be lessened or otherwise affected by the Railroad's approval of plans and specifications, or by the Railroad's collaboration in performance of any work, or by the presence at the work site of the Railroad's representatives, or by compliance by the Political Body with any requests or recommendations made by such representatives. If a representative of the Railroad is assigned to the Project, the Political Body will give due consideration to suggestions and recommendations made by such representative for the safety and protection of the Railroad's property and operations.

G. **Suspension of Work**. If at any time the Political Body's engineers or the Vice President-Engineering Services of the Railroad or their respective representatives shall be of the opinion that any work of the Political Body is being or is about to be done or prosecuted without due regard and precaution for safety and security, the Political Body shall immediately suspend the work until suitable, adequate and proper protective measures are adopted and provided.

H. **Removal of Debris**. The Political Body shall not cause, suffer or permit material or debris to be deposited or cast upon, or to slide or fall upon any property or facilities of the Railroad; and any such material and debris shall be promptly removed from the Railroad's property by the Political Body at the Political Body's own expense or by the Railroad at the expense of the Political Body. The Political Body shall not cause, suffer or permit any snow to be plowed or cast upon the Railroad's property during snow removal from the Crossing Area.

I. **Explosives**. The Political Body shall not discharge any explosives on or in the vicinity of the Railroad's property without the prior consent of the Railroad's Vice President-Engineering Services, which shall not be given if, in the sole discretion of the Railroad's Vice President-Engineering Services, such discharge would be dangerous or would interfere with the Railroad's property or facilities. For the purposes hereof, the "vicinity of the Railroad's property" shall be deemed to be any place on the Railroad's property or in such close proximity to the Railroad's property that the discharge of explosives could cause injury to the Railroad's employees or other persons, or cause damage to or interference with the facilities or operations on the Railroad's property. The Railroad reserves the right to impose such conditions, restrictions or limitations on the transportation, handling, storage, security and use of explosives as the Railroad, in the Railroad's sole discretion, may deem to be necessary, desirable or appropriate.

J. **Excavation**. The Political Body shall not excavate from existing slopes nor construct new slopes which are excessive and may create hazards of slides or falling rock, or impair or endanger the clearance between existing or new slopes and the tracks of the Railroad. The Political Body shall not do or cause to be done any work which will or may disturb the stability of any area or adversely affect the Railroad's tracks or facilities. The Political Body, at its own expense, shall install and maintain adequate shoring and cribbing for all excavation and/or trenching performed by the Political Body in connection with construction, maintenance or other work. The shoring and cribbing shall be constructed and maintained with materials and in a manner approved by the Railroad's Assistant Vice President Engineering - Design to withstand all stresses likely to be encountered, including any stresses resulting from vibrations caused by the Railroad's operations in the vicinity.

K. **Drainage**. The Political Body, at the Political Body's own expense, shall provide and maintain suitable facilities for draining the Roadway and its appurtenances, and shall not suffer or permit drainage water therefrom to flow or collect upon property of the Railroad. The Political Body, at the Political Body's own expense, shall provide adequate passageway for the waters of any streams, bodies of water and drainage facilities (either natural or artificial, and including water from the Railroad's culvert and drainage facilities), so that said waters may not, because of any facilities or work of the Political Body, be impeded, obstructed, diverted or caused to back up, overflow or damage the property of the Railroad or any part thereof, or property of others. The Political Body shall not obstruct or interfere with existing ditches or drainage facilities.

L. **Notice**. Before commencing any work, the Political Body shall provide the advance notice to the Railroad that is required under the Contractor's Right of Entry Agreement.

M. **Fiber Optic Cables**. Fiber optic cable systems may be buried on the Railroad's property. Protection of the fiber optic cable systems is of extreme importance since any break could disrupt service to users resulting in business interruption and loss of revenue and profits. Political Body shall visit up.com/CBUD to complete and submit the required form to determine if fiber optic cable is buried anywhere on Railroad's property to be used by the Political Body. If it is, Political Body will telephone the telecommunications company(ies) involved, arrange for a cable locator, and make arrangements for relocation or other protection of the fiber optic cable prior to beginning any work on the Railroad's premises.

SECTION 9. INTERIM WARNING DEVICES

If at anytime it is determined by a competent authority, by the Political Body, or by agreement between the parties, that new or improved train activated warning devices should be installed at the Crossing Area, the Political Body shall install adequate temporary warning devices or signs and impose appropriate vehicular control measures to protect the motoring public until the new or improved devices have been installed.

SECTION 10. OTHER RAILROADS

All protective and indemnifying provisions of this Agreement shall inure to the benefit of the Railroad and any other railroad company lawfully using the Railroad's property or facilities.

SECTION 11. BOOKS AND RECORDS

The books, papers, records and accounts of Railroad, so far as they relate to the items of expense for the materials to be provided by Railroad under this Project, or are associated with the work to be performed by Railroad under this Project, shall be open to inspection and audit at Railroad's offices in Omaha, Nebraska, during normal business hours by the agents and authorized representatives of Political Body for a period of three (3) years following the date of Railroad's last billing sent to Political Body.

SECTION 12. REMEDIES FOR BREACH OR NONUSE

A. If the Political Body shall fail, refuse or neglect to perform and abide by the terms of this Agreement, the Railroad, in addition to any other rights and remedies, may perform any work which in the judgment of the Railroad is necessary to place the Roadway and appurtenances in such condition as will not menace, endanger or interfere with the Railroad's facilities or operations or jeopardize the Railroad's employees; and the Political Body will reimburse the Railroad for the expenses thereof.

B. Nonuse by the Political Body of the Crossing Area for public highway purposes continuing at any time for a period of eighteen (18) months shall, at the option of the Railroad, work a termination of this Agreement and of all rights of the Political Body hereunder.

C. The Political Body will surrender peaceable possession of the Crossing Area and Roadway upon termination of this Agreement. Termination of this Agreement shall not affect any rights, obligations or liabilities of the parties, accrued or otherwise, which may have arisen prior to termination.

SECTION 13. MODIFICATION - ENTIRE AGREEMENT

No waiver, modification or amendment of this Agreement shall be of any force or effect unless made in writing, signed by the Political Body and the Railroad and specifying with particularity the nature and extent of such waiver, modification or amendment. Any waiver by the Railroad of any default by the Political Body shall not affect or impair any right arising from any subsequent default. This Agreement and Exhibits attached hereto and made a part hereof constitute the entire understanding between the Political Body and the Railroad and cancel and supersede any prior negotiations, understandings or agreements, whether written or oral, with respect to the work or any part thereof.

EXHIBIT C
TO
PUBLIC HIGHWAY AT-GRADE CROSSING AGREEMENT

Exhibit C will be Railroad's Material and Force Account Estimate.

PRELIMINARY ESTIMATE
ESTIMATE CREATION DATE: 05/11/2026
ESTIMATE GOOD UNTIL 05/11/2027

ESTIMATE 1962 VERSION 01

Preliminary Name:	808090M, Geer Road, 4.743
Subdivision:	UMATILLA IND LD
Location:	Hermiston, OR
Description of Work:	Remove existing 110# switch and 250' of siding track. Remove existing asphalt crossings and install 81' concrete crossing.
PID/WO:	
Prepared For:	City of Hermiston
Buy America:	N
Work Train Additive:	FEDERAL 233.14% (TRACK)
Direct Labor Additive:	FEDERAL 306.44% (TRACK)
Homeline Freight Additive:	FEDERAL 233.14%

		Notes	QTY	UOM	Unit Cost($)	LABOR($)	MATERIAL($)	OTHER($)	TOTAL($)
Engineering									
FIELD ENGINEERING	Engineering		1.00	LS	40,658.00	40,658.00	-	-	**40,658.00**
BILL PREP	Bill Prep Fee - Surface Recollect		1.00	LS	1,200.00	1,200.00	-	-	**1,200.00**
					Subtotal =	**$41,858.00**	**$0.00**	**$0.00**	**$41,858.00**
Site Work - Contractor									
ASPHALT CONTRACT	Asphalt		1.00	LS	5,000.00	-	-	5,000.00	**5,000.00**
ASPHALT CONTRACT	Asphalt: Saw Cut		1.00	LS	10,000.00	-	-	10,000.00	**10,000.00**
					Subtotal =	**$0.00**	**$0.00**	**$15,000.00**	**$15,000.00**
Track Construction - Contractor									
EQUIPMENT RENTAL	Equipment Rental		1.00	LS	15,000.00	-	-	15,000.00	**15,000.00**
					Subtotal =	**$0.00**	**$0.00**	**$15,000.00**	**$15,000.00**
Track Construction - UPRR									
ROAD_CROSSING	RDXING 136# CON10W 10' LOOSE PAN TIES COMPLETE	NEW	81.25	TF	1,263.77	63,961.36	33,254.43	5,465.87	**102,681.66**
TRACK	136# CWRIS0 24-8'6" PPHWD N 16 TP	NEW	20.00	TF	315.90	2,433.69	3,688.70	195.63	**6,318.02**
TRACK	Transition Rail - 136#	NEW	4.00	EA	5,308.89	5,535.61	15,226.35	473.59	**21,235.55**
TRACK	Surfacing - Mainline	SURFACE	200.00	TF	136.95	21,608.95	4,005.72	1,776.29	**27,390.96**
ROAD_CROSSING	Remove road crossing/Concrete - Public	REMOVE	55.00	TF	853.48	43,241.59	-	3,700.00	**46,941.59**
TRACK	Remove Track	REMOVE	270.00	TF	62.59	15,566.89	-	1,332.00	**16,898.89**
MOBILIZATION	Mobilization - UPRR		1.00	DA	12,000.00	-	-	12,000.00	**12,000.00**
TURNOUT	RELOCATE #10 TURNOUT	RELOCATE	1.00	EA	109,750.56	99,492.41	1,756.90	8,501.25	**109,750.56**
					Subtotal =	**$251,840.50**	**$57,932.10**	**$33,444.63**	**$343,217.23**
					ESTIMATE 1962 VERSION 01 TOTAL =	**$293,699**	**$57,932**	**$63,445**	**$415,075**

Disclaimer: The above figures are estimates only and are subject to fluctuation. In the event of an increase or decrease in cost or amount of material or labor required, the Responsible Party will pay actual costs at rates effective at the time of construction per terms of construction agreement.

EXHIBIT D
TO
PUBLIC HIGHWAY AT-GRADE CROSSING AGREEMENT

Exhibit D will be the Railroad's then current form of Contractor's Right of Entry.

CONTRACTOR'S
RIGHT OF ENTRY AGREEMENT

THIS AGREEMENT is made and entered into as of the _____ day of _____, 20_____, by and between **UNION PACIFIC RAILROAD COMPANY**, a Delaware corporation ("Railroad"); and _____, a _____ corporation ("Contractor").

RECITALS:

Contractor has been hired by _____ to perform work relating to _____ (the "Work") with all or a portion of such Work to be performed on property of Railroad in the vicinity of Railroad's Milepost _____ on Railroad's _____ [Subdivision or Branch] [at or near DOT No. _____ located at or near _____, in _____ County, State of _____, as such location is in the general location shown on the print marked **Exhibit A**, attached hereto and hereby made a part hereof, which Work is the subject of a contract dated _____ between Railroad and _____.

Railroad is willing to permit Contractor to perform the Work described above at the location described above subject to the terms and conditions contained in this agreement

AGREEMENT:

NOW, THEREFORE, it is mutually agreed by and between Railroad and Contractor, as follows:

ARTICLE 1 - DEFINITION OF CONTRACTOR.

For purposes of this agreement, all references in this agreement to Contractor shall include Contractor's contractors, subcontractors, officers, agents and employees, and others acting under its or their authority. For purposes of clarity, Contractor agrees that any CIC (defined below) hired by Contractor is a subcontractor of Contractor and therefore included in the defined term Contractor pursuant to the foregoing sentence.

ARTICLE 2 - RIGHT GRANTED; PURPOSE.

Railroad hereby grants to Contractor the right, during the term hereinafter stated and upon and subject to each and all of the terms, provisions and conditions herein contained, to enter upon and have ingress to and egress from the property described in the Recitals for the purpose of performing the Work described in the Recitals above. The right herein granted to Contractor is limited to those portions of Railroad's property specifically described herein, or as designated by the Railroad Representatives named in Article 4.

ARTICLE 3 - TERMS AND CONDITIONS CONTAINED IN EXHIBITS B AND C.

The terms and conditions contained in **Exhibit B** and **Exhibit C**, attached hereto, are hereby made a part of this agreement.

ARTICLE 4 - ALL EXPENSES TO BE BORNE BY CONTRACTOR; RAILROAD REPRESENTATIVES.

A. Contractor shall bear any and all costs and expenses associated with any Work performed by Contractor (including without limitation any CIC), or any costs or expenses incurred by Railroad relating to this agreement.

B. Contractor shall coordinate all of its Work with the following Railroad representatives or their duly authorized representative (the "Railroad Representatives"):

MTM: _____	PM: _____
_____	_____
_____	_____
_____	_____

C. Contractor, at its own expense, shall adequately police and supervise all Work to be performed by Contractor and shall ensure that such Work is performed in a safe manner as set forth in Section 7 of **Exhibit B.** The responsibility of Contractor for safe conduct and adequate policing and supervision of Contractor's Work shall not be lessened or otherwise affected by Railroad's approval of plans and specifications involving the Work, or by Railroad's collaboration in performance of any Work, or by the presence at the Work site of a Railroad Representative, or by compliance by Contractor with any requests or recommendations made by Railroad Representative.

ARTICLE 5 - SCHEDULE OF WORK ON A MONTHLY BASIS.

The Contractor, at its expense, shall provide on a monthly basis a detailed schedule of Work to the Railroad Representative named in Article 4B above. The reports shall start at the execution of this agreement and continue until this agreement is terminated as provided in this agreement or until the Contractor has completed all Work on Railroad's property.

ARTICLE 6 - TERM; TERMINATION.

A. The grant of right herein made to Contractor shall commence on the date of this agreement, and continue until_____, unless sooner terminated as herein provided, or at such time as Contractor has completed its Work on Railroad's property, whichever is earlier. Contractor agrees to notify the Railroad Representative in writing when it has completed its Work on Railroad's property.

B. This agreement may be terminated by either party on ten (10) days written notice to the other party.

ARTICLE 7 - CERTIFICATE OF INSURANCE.

A. Before commencing any Work and throughout the entire term of this Agreement, Contractor, at its expense, shall procure and maintain in full force and effect the types and minimum limits of insurance specified in **Exhibit C** of this agreement and require each of its subcontractors to include the insurance endorsements as required under Section 12 of **Exhibit B** of this agreement.

B. Not more frequently than once every two (2) years, Railroad may reasonably modify the required insurance coverage to reflect then-current risk management practices in the railroad industry and underwriting practices in the insurance industry.

C. Upon request of Railroad, Contractor shall provide to Railroad a certificate issued by its insurance carrier evidencing the insurance coverage required under **Exhibit B**.

D. Contractor understands and accepts that the terms of this Article are wholly separate from and independent of the terms of any indemnity provisions contained in this Agreement.

E. Upon request of Railroad, insurance correspondence, binders, policies, certificates and endorsements shall be sent to:

Union Pacific Railroad Company
_____
[Insert mailing address]
_____
_____
Attn:_____
Project No.

ARTICLE 8 - PRECONSTRUCTION MEETING.

If the Work to be performed by the Contractor will involve the Railroad providing any flagging protection (or if a CIC is approved to provide flagging protection pursuant to the terms set forth herein) and/or there is separate work to be performed by the Railroad, the Contractor confirms that no work shall commence until the Railroad and Contractor participate in a preconstruction meeting involving flagging procedures and coordination of work activities of the Contractor and the Railroad (and any CIC, as applicable.) Union Pacific's Third Party Flagging Policy at the link provided here: www.up.com/flagging

ARTICLE 9. DISMISSAL OF CONTRACTOR'S EMPLOYEE.

At the request of Railroad, Contractor shall remove from Railroad's property any employee of Contractor who fails to conform to the instructions of the Railroad Representative in connection with the Work on Railroad's property, and any right of Contractor shall be suspended until such removal has occurred. Contractor shall indemnify Railroad against any claims arising from the removal of any such employee from Railroad's property.

ARTICLE 10. ADMINISTRATIVE FEE.

Upon the execution and delivery of this agreement, Contractor shall pay to Railroad One Thousand Twenty Five Dollars ($1,025.00) as reimbursement for clerical, administrative and handling expenses in connection with the processing of this agreement.

ARTICLE 11. CROSSINGS: COMPLIANCE WITH MUTCD AND FRA GUIDELINES.

A. No additional vehicular crossings (including temporary haul roads) or pedestrian crossings over Railroad's trackage shall be installed or used by Contractor without the prior written permission of Railroad.

B. Any permanent or temporary changes, including temporary traffic control, to crossings must conform to the Manual of Uniform Traffic Control Devices (MUTCD) and any applicable Federal Railroad Administration rules, regulations and guidelines, and must be reviewed by the Railroad prior to any changes being implemented. In the event the Railroad is found to be out of compliance with federal safety regulations due to the Contractor's modifications, negligence, or any other reason arising from the Contractor's presence on the Railroad's property, the Contractor agrees to assume liability for any civil penalties imposed upon the Railroad for such noncompliance.

ARTICLE 12.- EXPLOSIVES.

Explosives or other highly flammable substances shall not be stored or used on Railroad's property without the prior written approval of Railroad.

IN WITNESS WHEREOF, the parties hereto have duly executed this agreement in duplicate as of the date first herein written.

UNION PACIFIC RAILROAD COMPANY

By: _____

Title: _____

_____
(Name of Contractor)

By: _____

Name: _____

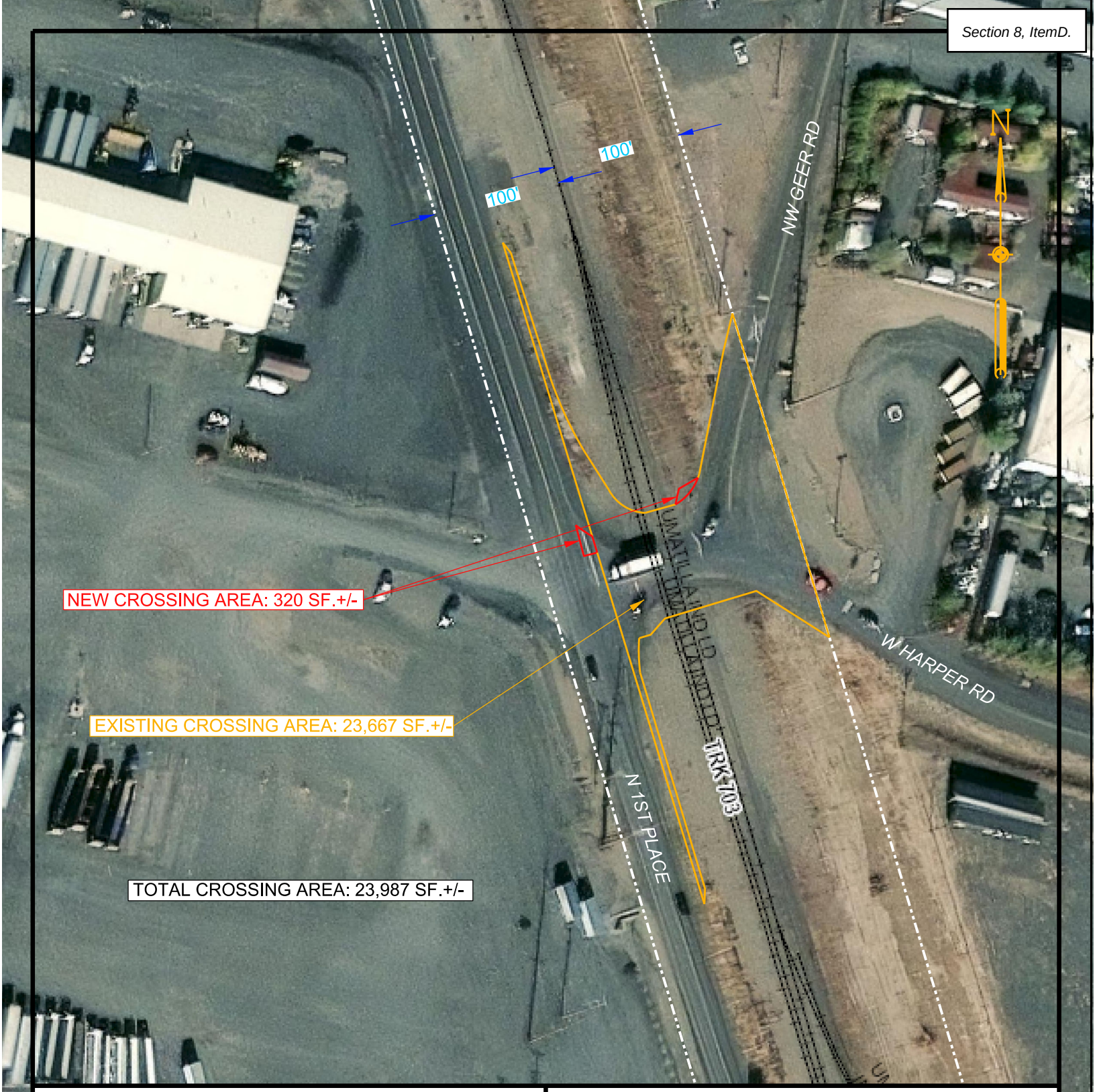
Title: _____

Phone: _____

E-Mail: _____

EXHIBIT A
TO
CONTRACTOR'S RIGHT OF ENTRY AGREEMENT

Exhibit A will be a print showing the general location of the work site.



LEGEND:

NEW CROSSING AREA .....

EXISTING CROSSING AREA .....

UPRRCO. R/W OUTLINED .....

CADD FILENAME	0772617
SCAN FILENAME	AERIAL PRINT

NOTE: BEFORE YOU BEGIN ANY WORK, SEE AGREEMENT FOR FIBER OPTIC PROVISIONS.

EXHIBIT "A"

UNION PACIFIC RAILROAD COMPANY

HERMISTON, UMATILLA COUNTY, OR

M.P. 4.74 – UMATILLA IND LEAD

SCALE: 1" = 100'

OFFICE OF REAL ESTATE
OMAHA, NEBRASKA DATE: 7-27-2026

DSK FILE: 0772617

962

EXHIBIT B
TO
CONTRACTOR'S RIGHT OF ENTRY AGREEMENT

Section 1. NOTICE OF COMMENCEMENT OF WORK - RAILROAD FLAGGING - PRIVATE FLAGGING.

A. Contractor agrees to notify the Railroad Representative at least ten (10) working days in advance of Contractor commencing its Work and at least thirty (30) working days in advance of proposed performance of any Work by Contractor in which any person or equipment will be within twenty-five (25) feet of any track, or will be near enough to any track that any equipment extension (such as, but not limited to, a crane boom) will reach to within twenty-five (25) feet of any track.

B. No work of any kind shall be performed, and no person, equipment, machinery, tool(s), material(s), vehicle(s), or thing(s) shall be located, operated, placed, or stored within twenty-five (25) feet of any of Railroad's track(s) at any time, for any reason, unless and until a Railroad approved flagman is provided to watch for trains. Upon receipt of such thirty (30)-day notice, the Railroad Representative will determine and inform Contractor whether a flagman need be present and whether Contractor needs to implement any special protective or safety measures.

C. Contractor shall be permitted to hire a private contractor to perform flagging or other special protective or safety measures (such private contractor being commonly known in the railroad industry as a contractor-in-charge ("CIC")) in lieu of Railroad providing such services or in concert with Railroad providing such services, subject to prior written approval by Railroad, which approval shall be in Railroad's sole and absolute discretion. If Railroad agrees to permit Contractor to utilize a CIC pursuant to the preceding sentence, Contractor shall obtain Railroad's prior approval in writing for each of the following items, as determined in all respects in Railroad's sole and absolute discretion: (i) the identity of the third-party performing the role of CIC; (ii) the scope of the services to be performed for the project by the approved CIC; and (iii) any other terms and conditions governing such services to be provided by the CIC. If flagging or other special protective or safety measures are performed by an approved CIC, Contractor shall be solely responsible for (and shall timely pay such CIC for) its services. Railroad reserves the right to rescind any approval pursuant to this Section 1, Subsection C., in whole or in part, at any time, as determined in Railroad's sole and absolute discretion.

D. If any flagging or other special protective or safety measures are performed by employees of Railroad and/or any contractor of Railroad, Railroad will bill Contractor for such expenses incurred by Railroad, unless Railroad and a federal, state or local governmental entity have agreed that Railroad is to bill such expenses to the federal, state or local governmental entity. If Railroad will be sending the bills to Contractor, Contractor shall pay such bills within thirty (30) days of Contractor's receipt of billing.

E. If any flagging or other special protective or safety measures are performed by Railroad or a CIC, Contractor agrees that Contractor is not relieved of any of its responsibilities or liabilities set forth in this agreement.

F. The provisions set forth in this subsection are only applicable for Flagging Services performed by employees of Railroad: the rate of pay per hour for each flagman will be the prevailing hourly rate in effect for an eight-hour day for the class of flagmen used during regularly assigned hours and overtime in accordance with labor agreements and schedules in effect at the time the Work is performed. In addition to the cost of such labor, a composite charge for vacation, holiday, health and welfare, supplemental sickness, Railroad Retirement and unemployment compensation, supplemental pension, Employees Liability and Property Damage and Administration will be included, computed on actual payroll. The composite charge will be the prevailing composite charge in effect at the time the Work is performed. One and one-half times the current hourly rate is

paid for overtime, Saturdays and Sundays, and two and one-half times current hourly rate for holidays. Wage rates are subject to change, at any time, by law or by agreement between Railroad and its employees, and may be retroactive as a result of negotiations or a ruling of an authorized governmental agency. Additional charges on labor are also subject to change. If the wage rate or additional charges are changed, Contractor (or the governmental entity, as applicable) shall pay on the basis of the new rates and charges. If flagging is performed by Railroad, reimbursement to Railroad will be required covering the full eight-hour day during which any flagman is furnished, unless the flagman can be assigned to other Railroad work during a portion of such day, in which event reimbursement will not be required for the portion of the day during which the flagman is engaged in other Railroad work. Reimbursement will also be required for any day not actually worked by the flagman following the flagman's assignment to work on the project for which Railroad is required to pay the flagman and which could not reasonably be avoided by Railroad by assignment of such flagman to other work, even though Contractor may not be working during such time. When it becomes necessary for Railroad to bulletin and assign an employee to a flagging position in compliance with union collective bargaining agreements, Contractor must provide Railroad a minimum of five (5) days notice prior to the cessation of the need for a flagman. If five (5) days notice of cessation is not given, Contractor will still be required to pay flagging charges for the five (5) day notice period required by union agreement to be given to the employee, even though flagging is not required for that period. An additional thirty (30) days notice must then be given to Railroad if flagging services are needed again after such five-day cessation notice has been given to Railroad.

Section 2. LIMITATION AND SUBORDINATION OF RIGHTS GRANTED

A. The foregoing grant of right is subject and subordinate to the prior and continuing right and obligation of the Railroad to use and maintain its entire property including the right and power of Railroad to construct, maintain, repair, renew, use, operate, change, modify or relocate railroad tracks, roadways, signal, communication, fiber optics, or other wirelines, pipelines and other facilities upon, along or across any or all parts of its property, all or any of which may be freely done at any time or times by Railroad without liability to Contractor or to any other party for compensation or damages.

B. The foregoing grant is also subject to all outstanding superior rights (whether recorded or unrecorded and including those in favor of licensees and lessees of Railroad's property, and others) and the right of Railroad to renew and extend the same, and is made without covenant of title or for quiet enjoyment.

Section 3. NO INTERFERENCE WITH OPERATIONS OF RAILROAD AND ITS TENANTS.

A. Contractor shall conduct its operations so as not to interfere with the continuous and uninterrupted use and operation of the railroad tracks and property of Railroad, including without limitation, the operations of Railroad's lessees, licensees or others, unless specifically authorized in advance by the Railroad Representative. Nothing shall be done or permitted to be done by Contractor at any time that would in any manner impair the safety of such operations. When not in use, Contractor's machinery and materials shall be kept at least twenty-five (25) feet from the centerline of Railroad's nearest track, and there shall be no vehicular crossings of Railroads tracks except at existing open public crossings.

B. Operations of Railroad and work performed by Railroad personnel and delays in the Work to be performed by Contractor caused by such railroad operations and Work are expected by Contractor, and Contractor agrees that Railroad shall have no liability to Contractor, or any other person or entity for any such delays. The Contractor shall coordinate its activities with those of Railroad and third parties so as to avoid interference with railroad operations. The safe operation of Railroad train movements and other activities by Railroad takes precedence over any Work to be performed by Contractor.

Section 4. LIENS.

Contractor shall pay in full all persons who perform labor or provide materials for the Work to be performed by Contractor. Contractor shall not create, permit or suffer any mechanic's or materialmen's liens of any kind or nature to be created or enforced against any property of Railroad for any such Work performed. Contractor shall indemnify and hold harmless Railroad from and against any and all liens, claims, demands, costs or expenses of whatsoever nature in any way connected with or growing out of such Work done, labor performed, or materials furnished. If Contractor fails to promptly cause any lien to be released of record, Railroad may, at its election, discharge the lien or claim of lien at Contractor's expense.

Section 5. PROTECTION OF FIBER OPTIC CABLE SYSTEMS.

A. Fiber optic cable systems may be buried on Railroad's property. Protection of the fiber optic cable systems is of extreme importance since any break could disrupt service to users resulting in business interruption and loss of revenue and profits. Contractor shall visit www.up.com/CBUD to complete and submit the required form to determine if fiber optic cable is buried anywhere on Railroad's property to be used by Contractor. If it is, Contractor will telephone the telecommunications company(ies) involved, make arrangements for a cable locator and, if applicable, for relocation or other protection of the fiber optic cable. Contractor shall not commence any Work until all such protection or relocation (if applicable) has been accomplished.

B. IN ADDITION TO OTHER INDEMNITY PROVISIONS IN THIS AGREEMENT, CONTRACTOR SHALL INDEMNIFY, DEFEND AND HOLD RAILROAD HARMLESS FROM AND AGAINST ALL COSTS, LIABILITY AND EXPENSE WHATSOEVER (INCLUDING, WITHOUT LIMITATION, ATTORNEYS' FEES, COURT COSTS AND EXPENSES) ARISING OUT OF ANY ACT OR OMISSION OF CONTRACTOR, ITS AGENTS AND/OR EMPLOYEES, THAT CAUSES OR CONTRIBUTES TO (1) ANY DAMAGE TO OR DESTRUCTION OF ANY TELECOMMUNICATIONS SYSTEM ON RAILROAD'S PROPERTY, AND/OR (2) ANY INJURY TO OR DEATH OF ANY PERSON EMPLOYED BY OR ON BEHALF OF ANY TELECOMMUNICATIONS COMPANY, AND/OR ITS CONTRACTOR, AGENTS AND/OR EMPLOYEES, ON RAILROAD'S PROPERTY. CONTRACTOR SHALL NOT HAVE OR SEEK RECOURSE AGAINST RAILROAD FOR ANY CLAIM OR CAUSE OF ACTION FOR ALLEGED LOSS OF PROFITS OR REVENUE OR LOSS OF SERVICE OR OTHER CONSEQUENTIAL DAMAGE TO A TELECOMMUNICATION COMPANY USING RAILROAD'S PROPERTY OR A CUSTOMER OR USER OF SERVICES OF THE FIBER OPTIC CABLE ON RAILROAD'S PROPERTY.

Section 6. PERMITS - COMPLIANCE WITH LAWS.

In the prosecution of the Work covered by this agreement, Contractor shall secure any and all necessary permits and shall comply with all applicable federal, state and local laws, regulations and enactments affecting the Work including, without limitation, all applicable Federal Railroad Administration regulations.

Section 7. SAFETY.

A. Safety of personnel, property, rail operations and the public is of paramount importance in the prosecution of any Work on Railroad property performed by Contractor. Contractor shall be responsible for initiating, maintaining and supervising all safety, operations and programs in connection with the Work. Contractor shall, at a minimum, comply with Railroad's then current safety standards located at the below web address ("Railroad's Safety Standards") to ensure uniformity with the safety standards followed by Railroad's own forces. As a part of Contractor's safety responsibilities, Contractor shall notify Railroad if Contractor

determines that any of Railroad's Safety Standards are contrary to good safety practices. Contractor shall furnish copies of Railroad's Safety Standards to each of its employees before they enter Railroad property.

http://www.up.com/cs/groups/public/@uprr/@suppliers/documents/up_pdf_nativedocs/pdf_up_supplier_safety_req.pdf

B. All personnel employed by the Agency, Contractor and all subcontractors must complete the Railroad's course "Property Access Training" and be registered prior to working on Railroad property. This training is available at www.up.com/up-pat. This training is required to be completed annually.

C. Without limitation of the provisions of paragraph A above, Contractor shall keep the job site free from safety and health hazards and ensure that its employees are competent and adequately trained in all safety and health aspects of the job.

D. Contractor shall have proper first aid supplies available on the job site so that prompt first aid services may be provided to any person injured on the job site. Contractor shall promptly notify Railroad of any U.S. Occupational Safety and Health Administration reportable injuries. Contractor shall have a nondelegable duty to control its employees while they are on the job site or any other property of Railroad, and to be certain they do not use, be under the influence of, or have in their possession any alcoholic beverage, drug or other substance that may inhibit the safe performance of any Work.

E. If and when requested by Railroad, Contractor shall deliver to Railroad a copy of Contractor's safety plan for conducting the Work (the "Safety Plan"). Railroad shall have the right, but not the obligation, to require Contractor to correct any deficiencies in the Safety Plan. The terms of this agreement shall control if there are any inconsistencies between this agreement and the Safety Plan.

Section 8. INDEMNITY.

A. TO THE FULLEST EXTENT ALLOWED BY APPLICABLE LAW, CONTRACTOR SHALL INDEMNIFY, DEFEND AND HOLD HARMLESS RAILROAD, ITS AFFILIATES, AND ITS AND THEIR OFFICERS, AGENTS AND EMPLOYEES (INDIVIDUALLY AN "INDEMNIFIED PARTY" OR COLLECTIVELY "INDEMNIFIED PARTIES") FROM AND AGAINST ANY AND ALL LOSS, DAMAGE, INJURY, LIABILITY, CLAIM, DEMAND, COST OR EXPENSE (INCLUDING, WITHOUT LIMITATION, ATTORNEY'S, CONSULTANT'S AND EXPERT'S FEES, AND COURT COSTS), FINE OR PENALTY (COLLECTIVELY, "LOSS") INCURRED BY ANY PERSON (INCLUDING, WITHOUT LIMITATION, ANY INDEMNIFIED PARTY, CONTRACTOR, OR ANY EMPLOYEE OF CONTRACTOR OR OF ANY INDEMNIFIED PARTY) ARISING OUT OF OR IN ANY MANNER CONNECTED WITH (I) ANY WORK PERFORMED BY CONTRACTOR, OR (II) ANY ACT OR OMISSION OF CONTRACTOR, ITS OFFICERS, AGENTS OR EMPLOYEES, OR (III) ANY BREACH OF THIS AGREEMENT BY CONTRACTOR.

B. THE RIGHT TO INDEMNITY UNDER THIS SECTION 8 SHALL ACCRUE UPON OCCURRENCE OF THE EVENT GIVING RISE TO THE LOSS, AND SHALL APPLY REGARDLESS OF ANY NEGLIGENCE OR STRICT LIABILITY OF ANY INDEMNIFIED PARTY, EXCEPT WHERE THE LOSS IS CAUSED BY THE SOLE ACTIVE NEGLIGENCE OF AN INDEMNIFIED PARTY AS ESTABLISHED BY THE FINAL JUDGMENT OF A COURT OF COMPETENT JURISDICTION. THE SOLE ACTIVE NEGLIGENCE OF ANY INDEMNIFIED PARTY SHALL NOT BAR THE RECOVERY OF ANY OTHER INDEMNIFIED PARTY.

C. CONTRACTOR EXPRESSLY AND SPECIFICALLY ASSUMES POTENTIAL LIABILITY UNDER THIS SECTION 8 FOR CLAIMS OR ACTIONS BROUGHT BY CONTRACTOR'S OWN EMPLOYEES. CONTRACTOR WAIVES ANY IMMUNITY IT MAY HAVE UNDER WORKER'S COMPENSATION OR INDUSTRIAL INSURANCE ACTS TO INDEMNIFY THE INDEMNIFIED PARTIES UNDER THIS SECTION 8.

CONTRACTOR ACKNOWLEDGES THAT THIS WAIVER WAS MUTUALLY NEGOTIATED BY THE PARTIES HERETO.

D. NO COURT OR JURY FINDINGS IN ANY EMPLOYEE'S SUIT PURSUANT TO ANY WORKER'S COMPENSATION ACT OR THE FEDERAL EMPLOYERS' LIABILITY ACT AGAINST A PARTY TO THIS AGREEMENT MAY BE RELIED UPON OR USED BY CONTRACTOR IN ANY ATTEMPT TO ASSERT LIABILITY AGAINST ANY INDEMNIFIED PARTY.

E. THE PROVISIONS OF THIS SECTION 8 SHALL SURVIVE THE COMPLETION OF ANY WORK PERFORMED BY CONTRACTOR OR THE TERMINATION OR EXPIRATION OF THIS AGREEMENT. IN NO EVENT SHALL THIS SECTION 8 OR ANY OTHER PROVISION OF THIS AGREEMENT BE DEEMED TO LIMIT ANY LIABILITY CONTRACTOR MAY HAVE TO ANY INDEMNIFIED PARTY BY STATUTE OR UNDER COMMON LAW.

Section 9. RESTORATION OF PROPERTY.

In the event Railroad authorizes Contractor to take down any fence of Railroad or in any manner move or disturb any of the other property of Railroad in connection with the Work to be performed by Contractor, then in that event Contractor shall, as soon as possible and at Contractor's sole expense, restore such fence and other property to the same condition as the same were in before such fence was taken down or such other property was moved or disturbed. Contractor shall remove all of Contractor's tools, equipment, rubbish and other materials from Railroad's property promptly upon completion of the Work, restoring Railroad's property to the same state and condition as when Contractor entered thereon.

Section 10. WAIVER OF DEFAULT.

Waiver by Railroad of any breach or default of any condition, covenant or agreement herein contained to be kept, observed and performed by Contractor shall in no way impair the right of Railroad to avail itself of any remedy for any subsequent breach or default.

Section 11. MODIFICATION - ENTIRE AGREEMENT.

No modification of this agreement shall be effective unless made in writing and signed by Contractor and Railroad. This agreement and the exhibits attached hereto and made a part hereof constitute the entire understanding between Contractor and Railroad and cancel and supersede any prior negotiations, understandings or agreements, whether written or oral, with respect to the Work to be performed by Contractor.

Section 12. ASSIGNMENT - SUBCONTRACTING.

Contractor shall not assign or subcontract this agreement, or any interest therein, without the written consent of the Railroad. Contractor shall be responsible for the acts and omissions of all subcontractors. Before Contractor commences any Work, the Contractor shall, except to the extent prohibited by law; (1) require each of its subcontractors to include the Contractor as "Additional Insured" on the subcontractor's Commercial General Liability policy and Umbrella or Excess policies (if applicable) with respect to all liabilities arising out of the subcontractor's performance of Work on behalf of the Contractor by endorsing these policies with ISO Additional Insured Endorsements CG 20 10, and CG 20 37 (or substitute forms providing equivalent coverage; (2) require each of its subcontractors to endorse their Commercial General Liability Policy with "Contractual Liability Railroads" ISO Form CG 24 17 10 01 (or a substitute form providing equivalent coverage) for the job site; and (3) require each of its subcontractors to endorse their Business Automobile Policy with "Coverage For Certain Operations In Connection With Railroads" ISO Form CA 20 70 10 01 (or a substitute form providing equivalent coverage) for the job site.

EXHIBIT C
TO
CONTRACTOR'S
RIGHT OF ENTRY AGREEMENT

Union Pacific Railroad Company
Insurance Requirements For
Contractor's Right of Entry Agreement

During the entire term of this Agreement and course of the Project, and until all Project Work on Railroad's property has been completed and all equipment and materials have been removed from Railroad's property and Railroad's property has been clean and restored to Railroad's satisfaction, Contractor shall, at its sole cost and expense, procure and maintain the following insurance coverage:

A. **Commercial General Liability** insurance. Commercial general liability (CGL) with a limit of not less than $5,000,000 each occurrence and an aggregate limit of not less than $10,000,000. CGL insurance must be written on ISO occurrence form CG 00 01 12 04 (or a substitute form providing equivalent coverage).

The policy must also contain the following endorsement, which must be stated on the certificate of insurance:

- Contractual Liability Railroads ISO form CG 24 17 10 01 (or a substitute form providing equivalent coverage) showing "Union Pacific Railroad Company Property" as the Designated Job Site.
- Designated Construction Project(s) General Aggregate Limit ISO Form CG 25 03 03 97 (or a substitute form providing equivalent coverage) showing the project on the form schedule.

B. **Business Automobile Coverage** insurance. Business auto coverage written on ISO form CA 00 01 10 01 (or a substitute form providing equivalent liability coverage) with a combined single limit of not less $5,000,000 for each accident and coverage must include liability arising out of any auto (including owned, hired and non-owned autos).

The policy must contain the following endorsements, which must be stated on the certificate of insurance:

- Coverage For Certain Operations In Connection With Railroads ISO form CA 20 70 10 01 (or a substitute form providing equivalent coverage) showing "Union Pacific Property" as the Designated Job Site.
- Motor Carrier Act Endorsement - Hazardous materials clean up (MCS-90) if required by law.

C. **Workers' Compensation and Employers' Liability** insurance. Coverage must include but not be limited to:

- Contractor's statutory liability under the workers' compensation laws of the state where the Work is being performed.
- Employers' Liability (Part B) with limits of at least $500,000 each accident, $500,000 disease policy limit $500,000 each employee.

If Contractor is self-insured, evidence of state approval and excess workers compensation coverage must be provided. Coverage must include liability arising out of the U. S. Longshoremen's and Harbor Workers' Act, the Jones Act, and the Outer Continental Shelf Land Act, if applicable.

D. **Railroad Protective Liability** insurance. Contractor must maintain "Railroad Protective Liability" (RPL) insurance written on ISO occurrence form CG 00 35 12 04 (or a substitute form providing equivalent coverage) on behalf of Railroad as named insured, with a limit of not less than $2,000,000 per occurrence

and an aggregate of $6,000,000. The definition of "JOB LOCATION" and "WORK" on the declaration page of the policy shall refer to this agreement and shall describe all WORK or OPERATIONS performed under this agreement. Contractor shall provide this agreement to Contractor's insurance agent(s) and/or broker(s) and Contractor shall instruct such agent(s) and/or broker(s) to procure the insurance coverage required by this agreement. A BINDER STATING THE POLICY IS IN PLACE MUST BE SUBMITTED TO RAILROAD BEFORE THE WORK MAY COMMENCE AND UNTIL THE ORIGINAL POLICY IS FORWARDED TO UNION PACIFIC RAILROAD.

E. **Umbrella or Excess** insurance. If Contractor utilizes umbrella or excess policies, these policies must "follow form" and afford no less coverage than the primary policy.

F. **Pollution Liability** insurance**.** Pollution liability coverage must be included when the scope of the Work as defined in the agreement includes installation, temporary storage, or disposal of any "hazardous" material that is injurious in or upon land, the atmosphere, or any watercourses; or may cause bodily injury at any time.

If required, coverage may be provided in separate policy form or by endorsement to Contractors CGL or RPL. Any form coverage must be equivalent to that provided in ISO form CG 24 15 "Limited Pollution Liability Extension Endorsement" or CG 28 31 "Pollution Exclusion Amendment" with limits of at least $5,000,000 per occurrence and an aggregate limit of $10,000,000.

If the scope of Work as defined in this agreement includes the disposal of any hazardous or non-hazardous materials from the job site, Contractor must furnish to Railroad evidence of pollution legal liability insurance maintained by the disposal site operator for losses arising from the insured facility accepting the materials, with coverage in minimum amounts of $1,000,000 per loss, and an annual aggregate of $2,000,000.

Other Requirements

G. All policy(ies) required above (except business automobile, worker's compensation and employers liability) must include Railroad as "Additional Insured" using ISO Additional Insured Endorsements CG 20 10, and CG 20 37 (or substitute forms providing equivalent coverage). The coverage provided to Railroad as additional insured shall not be limited by Contractor's liability under the indemnity provisions of this agreement. BOTH CONTRACTOR AND RAILROAD EXPECT THAT UNION PACIFIC RAILROAD COMPANY WILL BE PROVIDED WITH THE BROADEST POSSIBLE COVERAGE AVAILABLE BY OPERATION OF LAW UNDER ISO ADDITIONAL INSURED FORMS CG 20 10 AND CG 20 37.

H. Punitive damages exclusion, if any, must be deleted (and the deletion indicated on the certificate of insurance), unless (a) insurance coverage may not lawfully be obtained for any punitive damages that may arise under this agreement, or (b) all punitive damages are prohibited by all states in which this agreement will be performed.

I. Contractor waives all rights of recovery, and its insurers also waive all rights of subrogation of damages against Railroad and its agents, officers, directors and employees for damages covered by the workers compensation and employers liability or commercial umbrella or excess liability obtained by Contractor required in this agreement where prohibited by law. This waiver must be stated on the certificate of insurance.

J. Prior to commencing the Work, Contractor shall furnish Railroad with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements in this agreement.

K. All insurance policies must be written by a reputable insurance company acceptable to Railroad or with a current Best's Insurance Guide Rating of A- and Class VII or better, and authorized to do business in the state where the Work is being performed.

L. The fact that insurance is obtained by Contractor or by Railroad on behalf of Contractor will not be deemed to release or diminish the liability of Contractor, including, without limitation, liability under the indemnity provisions of this agreement. Damages recoverable by Railroad from Contractor or any third party will not be limited by the amount of the required insurance coverage.

Mayor and Members of the City Council

STAFF REPORT

For the Meeting of November 9, 2026

Title/Subject

Resolution 2449: SE 10th Park Acquisition.

Summary

This resolution will authorize the purchase of real estate adjacent to the upcoming SE 10th Street Bridge and a future park site.

Background

The adopted 2020 City of Hermiston Parks, Recreation, and Open Space Master Plan identifies a lack of available city park land in the southeast quadrant of the city, and calls for acquisition of park land within that area. The PROS Plan also calls out the facilitation of future pedestrian trails through the southeastern portion of the City.

Hermiston Home Works, Inc. subsequently submitted an annexation and development proposal for land between SE 10th and Highland Avenue to facilitate the construction of approximately 200 single family homes. Throughout that process, Hermiston Home Works dedicated approximately 4.5 acres of land to the City for future park and path development.

This real estate acquisition of several parcels adjacent to the already dedicated land will accomplish several objectives

- Facilitate construction of the SE 10th Street Bridge
- Provide better and more visible park access to the community outside of the Hermiston Home Works development
- Enhance the usability of the existing park land
- Improve access to the park land from within the new development area
- Increase visibility in to the existing park land for ongoing monitoring and enforcement

Tie-In to Council Goals

City Facilities: Public facilities that meet the community needs of today and the future

Fiscal Information

The purchase price will be paid for through

- $125,000 Street Construction Reserve
- $77,500 Parks SDC

The overall development of the Hermiston Home Works development is projected to generate approximately $125,000 in Parks System Development Charges (SDC) at full build-out.

Alternatives and Recommendation

Alternatives

1. Approve Resolution 2449
2. Reject Resolution 2449
3. Table Resolution 2449

Recommended Action/Motion

Approve Resolution 2449

Submitted By:

Mark Morgan

RESOLUTION NO. 2449

A RESOLUTION AUTHORIZING ACQUISITION OF REAL PROPERTY AND AUTHORIZING THE CITY MANAGER TO SIGN ON BEHALF OF THE CITY

WHEREAS, the City of Hermiston ("City") operates park facilities within the city; and

WHEREAS, Hermiston Home Works, Inc. is currently developing property adjacent to SE 10th Street. As part of that development, Hermiston Home Works, Inc. dedicated property for park facilities, containing approximately 4.45 acres, to the City to be used for public purposes; and

WHEREAS, the City has determined that additional land needs to be acquired to develop the dedicated property into a workable park facility; and

WHEREAS, the City and Hermiston Home Works, Inc. have negotiated the sale of two additional lots within the development to complete the future park facility; and

WHEREAS, the Real Estate Sale Agreement, attached and incorporated by this reference, allows for the purchase of Lot 32 of Henry K's Phase 2 and Lot 74 of Henry K's Phase 3 within the development; and

WHEREAS, the City has the funds necessary to complete the Real Estate Sales Agreement.

NOW, THEREFORE, THE CITY OF HERMISTON RESOLVES AS FOLLOWS:

1. That the Real Estate Sale Agreement between the City of Hermiston and Hermiston Home Works, Inc. is authorized.

2. That City Manager is hereby authorized to execute and deliver the Real Estate Sale Agreement with such changes, additions, deletions and modifications as the City Manager may approve.

3. That this resolution is effective immediately upon its passage.

PASSED by the Common Council this 9th day of November 2026.
SIGNED by the Mayor this 9th day of November 2026.

_____
Doug Primmer, MAYOR

ATTEST:

_____
Lilly Alarcon-Strong, CMC, CITY RECORDER

REAL ESTATE SALE AGREEMENT

Buyer: City of Hermiston
180 NE 2nd Street
Hermiston, OR 97838

Seller: Hermiston Home Works, Inc.
P.O. Box 833
469 Cottonwood Dr.
Hermiston, OR 97838

The succeeding terms and conditions shall constitute the entire agreement ("Agreement") between the above-named parties unless otherwise amended in writing. The "Effective Date" of this Agreement is the date on which the last party signs below. Buyer agrees to buy and Seller agrees to sell the real properties situated in Umatilla County, Oregon legally described as:

- "Lot 32 of Henry K's Addition Phase 2, City of Hermiston, Umatilla County, Oregon," according to the recorded plat thereof, recorded May 19, 2026, as Instrument No. 2026-0003760, in Book 18, Page 76, Records of Umatilla County, Oregon ("Lot 32")
- "Lot 74 of Henry K's Addition Phase 3, City of Hermiston, Umatilla County, Oregon," according to the recorded plat thereof, recorded October 5, 2026, as Instrument No. 2026-0008098, in Book 18, Page 84, Records of Umatilla County, Oregon ("Lot 74") (collectively, the "Subject Property"), subject to the following terms:

1. Purchase and Sale. Subject to the terms and conditions set forth in this Agreement, Seller agrees to sell and convey the Property to Buyer, and Buyer agrees to purchase the Property from Seller, together with all of Seller's right, title and interest in and to any improvements, wells, buildings, structures or fixtures located on or comprising the Property, all rights, licenses, privileges, reversions and easements appurtenant to the Property, including, without limitation, all development rights, air rights, mineral and oil and gas rights, water rights (if any still attached to the property), water and water stock relating to the Property and any other easements, rights of way or appurtenances used in connection with the beneficial use and enjoyment of the Property.

2. Purchase Price. The purchase price is:

- Lot 32: One Hundred Twenty-Five Thousand and 00/100 Dollars ($125,000.00)
- Lot 74: Seventy-Seven Thousand Five Hundred and 00/100 Dollars ($77,500.00)

payable as all cash to Seller at the applicable closing as provided in Section 6.

3. Conditions of Sale:

a) This transaction is subject to approval by the City Council of the City of Hermiston. If the acquisition resolution described in Section 6 has not been adopted on or before November 13, 2026, either party may terminate this Agreement by written notice to the other, and neither party shall have any further obligation under this Agreement.

b) Seller agrees to create, in phases of Henry K's Addition subsequent to Phase 4, 10-foot pedestrian access easements providing access to the City Park property abutting the A Line Canal, spaced approximately every 700 to 1,000 feet along SE Columbia Drive as measured

from Lot 74 of Henry K's Phase 3. The location of each easement shall be established at the tentative plan stage for the applicable phase by mutual agreement of Seller and the City Planning Director, and each easement shall be granted by dedication shown on the recorded final plat of the applicable phase. Buyer shall be responsible, at Buyer's cost, for constructing and maintaining all path and drainage improvements within the easement areas. This subsection 3(b) shall survive the closings.

4. Willing Seller. Acquisition of Subject Property by the City of Hermiston is under a "willing seller" program. Condemnation is not a contemplated means of acquisition; therefore, the Sellers of the Subject Property are not eligible for benefits under the Uniform Relocation Act.

5. Property Inspection. Seller shall permit Buyer and its agents, at Buyer's sole expense and risk, to enter the Subject Property at reasonable times after reasonable prior notice to Seller to conduct inspections, tests, and surveys concerning hazardous substances, pest infestations, soils conditions, wetlands, and other matters affecting the suitability of the Subject Property for Buyer's intended use or otherwise reasonably related to the purchase of the Subject Property. Seller may be present during all inspections at Seller's option. Buyer shall complete all inspections, tests and surveys and shall deliver written notice of approval or disapproval within fifteen (15) days after the Effective Date; if Buyer does not deliver written notice of disapproval within that period, this condition shall be deemed waived.

6. Closing. This transaction shall close in escrow with Pioneer Title, a mutually acceptable title and escrow company in Umatilla County. The parties intend to close the conveyances of Lot 32 and Lot 74 together, and both shall close on or before December 15, 2026, following adoption of an acquisition resolution by the City Council of the City of Hermiston granting authority to the City to enter into this Agreement. Either closing may be extended by up to ten (10) business days as reasonably necessary for Seller to deliver marketable title. If a closing has not occurred by December 15, 2026, as that date may be extended under this Section, for any reason other than Seller's default, Seller may terminate this Agreement as to any lot that has not closed by written notice to Buyer. Upon such termination, Buyer shall have no further rights in that lot, and Seller shall be free to sell it to any other party. The Lot 32 closing and the Lot 74 closing are independent of one another, and a delay in or failure of one closing shall not delay, impair, or unwind the other. Seller shall cause a preliminary title report for the Subject Property to be delivered to Buyer within fifteen (15) days after the Effective Date. At each closing, Seller shall provide Buyer a standard coverage owner's policy of title insurance in the amount of the applicable purchase price, and escrow fees shall be shared equally between the parties. The terms "closed", "at closing" or "closing date" shall mean when the deed is recorded and funds are available to Seller. The sale shall be "closed" when the document conveying title is recorded and funds are disbursed to Seller. At each closing, Buyer will deliver the applicable purchase price through escrow by cashier's check or wire transfer.

7. Deed. At closing, Seller shall convey fee simple title to the Subject Property to Buyer by statutory warranty deed. Seller shall convey the Subject Property free and clear of all liens and encumbrances, except zoning ordinances, building and use restrictions, reservations in Federal patents, easements of record which affect the Subject Property or area in which the Subject Property is located, private covenants, conditions and restrictions of record for the development, if any, of which the Subject Property is a part.

8. Payment of Closing Costs; Prorates. Recording fees shall be paid by Buyer. Real Property taxes for the tax year in which the transaction is closed, assessments, personal property taxes, and utilities shall be prorated as of the Closing Date. Seller warrants that, to Seller's knowledge, the Subject Property does not qualify for a special tax assessment or deferral program. Each Party shall be responsible for any attorney's fees or real estate fees they incur in relation to this Agreement.

9. Possession. Seller shall forfeit all rights of possession immediately upon closing. Seller shall release any keys to Buyer on or before the Closing Date.

10. Condition of Property. Seller represents that, to the best of Seller's knowledge, there are no pending or threatened notices of violation of any laws, codes, rules, or regulations applicable to the Subject Property and Seller is not aware of any such violations or any concealed material defects in the Subject Property. Seller shall keep the Subject Property insured until closing. It shall be a condition of Buyer's obligation to close that all the Seller's representations and warranties stated in this Agreement are materially true and correct on the Closing Date. Seller's representations and warranties stated in this Agreement shall survive the applicable closing for a period of twelve (12) months. Seller agrees to not destroy, damage, deface, or remove any part of the Subject Property or permit any person to do so and to assume all liability for damages, other than ordinary wear and tear or any damage caused by Buyer until closing. Seller is responsible for the payment of all expenses related to provisions of water, sewer, heating oil, electric, gas, garbage, cable, and phones or communication providers until closing.

11. Notices. Unless otherwise specified, any notice required by this Agreement must be in writing. Any notice shall be deemed given when personally delivered or delivered by electronic transmission or shall be deemed given on the next business day following delivery of the notice by reputable overnight courier or through mailing in the United States Postal Service, postage prepaid, by the applicable party to the address of the other party shown in this Agreement.

12. Miscellaneous. This Agreement may be executed in two or more counterparts, each of which shall constitute an original and all of which together shall constitute one and the same Agreement. This Agreement contains the entire agreement and understanding of the parties with respect to the subject matter of this Agreement and supersedes all prior and contemporaneous agreements between them with respect thereto. This Agreement may not be modified, changed, supplemented, or terminated, nor may any obligations under it be waived, except by written instrument signed by the parties. This Agreement shall be binding upon and shall inure to the benefit of the parties and their respective successors and assigns. The person signing this Agreement on behalf of Buyer and the person signing this Agreement on behalf of Seller each represents covenants and warrants that such person has full right and authority to enter into this Agreement and to bind the party for whom such person signs this Agreement to the terms and provisions of this Agreement. The parties do not intend to confer any benefit on any person, firm, or corporation other than the parties hereto and their respective successors and assigns.

13. Governing Law. This Agreement shall be governed by the laws of the State of Oregon. Any litigation arising under this Agreement shall occur in the Umatilla County Circuit Court.

14. Approved Uses. THE PROPERTY DESCRIBED IN THIS INSTRUMENT MAY NOT BE WITHIN A FIRE PROTECTION DISTRICT PROTECTING STRUCTURES. THE PROPERTY IS SUBJECT TO LAND USE LAWS AND REGULATIONS THAT, IN FARM

OR FOREST ZONES, MAY NOT AUTHORIZE CONSTRUCTION OR SITING OF A RESIDENCE AND THAT LIMIT LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, IN ALL ZONES. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO VERIFY THE EXISTENCE OF FIRE PROTECTION FOR STRUCTURES AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

[Signature Page to Follow]

IN WITNESS WHEREOF, the parties have executed this Agreement by their respective authorized representatives.

BUYER

For City:

_____ Date _____

Byron D. Smith, City Manager

SELLER

Seller hereby accepts this offer to purchase:

_____ Date 11-4-2026

Tyler Brandt, President, Hermiston Home Works, Inc.

Mayor and Members of the City Council

STAFF REPORT

For the Meeting of November 9, 2026

Title/Subject

Cancel the December 28, 2026 City Council Meeting

Summary and Background

December 28th falls directly after a holiday when City offices will be closed. This date is also the fourth Monday, the day when the City Council would normally hold its second meeting of December. Due to this holiday, the second monthly meeting in December is frequently cancelled as many council and staff members are unavailable to meet and a quorum is difficult to achieve.

Staff is requesting the Council consider cancelling the December 28th, 2026 City Council meeting. The City Council meeting would then convene on its next regularly scheduled meeting day; Monday, January 11th, 2026.

Tie-In to Council Goals

NA

Fiscal Information

NA

Alternatives and Recommendation

Alternatives

1. Hold the City Council meeting on the scheduled day: Monday, December 28
2. Reschedule the December 28 City Council meeting to another day of the month
3. Cancel the December 28 City Council meeting

Recommended Action/Motion

Cancel the December 28th City Council meeting

Submitted By:

City Manager Byron D. Smith