DKS Associates
TRANSPORTATION SOLUTIONS

MEMORANDUM

DATE: April 15, 2010

TO: John M. Lewis, PE, City of Oregon City

FROM: Peter L. Coffey, PE, DKS Associates
Robert Spierling, DKS Associates
Michael Tomasini, EIT, DKS Associates

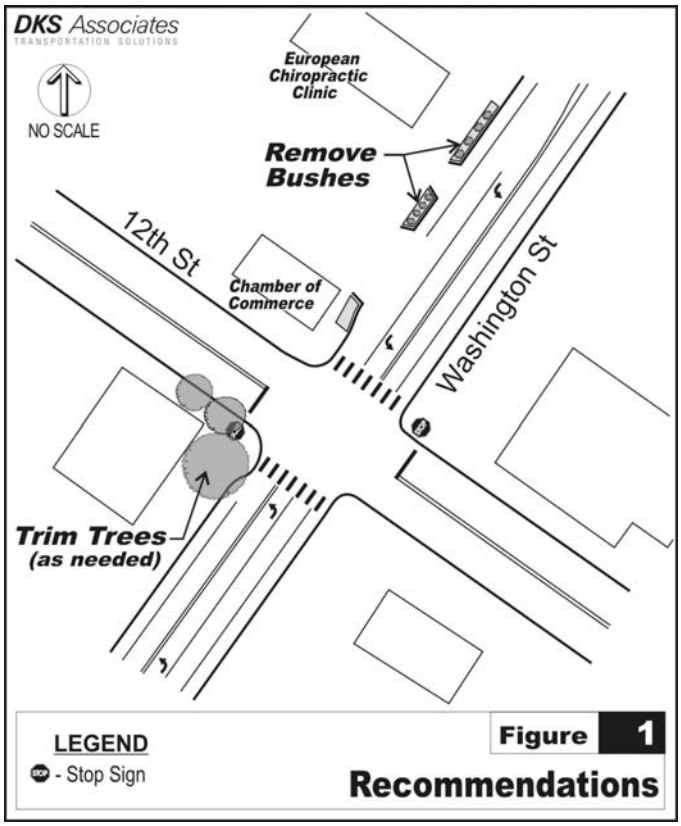
SUBJECT: **Washington Street/12th Street Intersection Analysis** **P09138-000**

The purpose of this memorandum is to investigate the pedestrian and motor vehicle operating environments at the Washington Street/12th Street intersection in Oregon City, and to determine if any safety or operational improvements are recommended at this time.

Summary/Recommendations

Based on a review of the existing conditions at the intersection of Washington Street/12th Street, the following actions are recommended to improve the pedestrian and motor vehicle environment.

- Increase police enforcement to reduce the 85th percentile speed a value closer to the posted speed limit of 25 mph. Today the 85th percentile speed on Washington Street at 12th Street is 33 mph northbound and 31 mph southbound
- Remove the shrubs from the planter strip located immediately north of the Chamber of Commerce driveway and in front of the European Chiropractic Clinic on the west side of Washington Street. (See Figure 1)



- The large trees near the stop sign on the southwest corner of the intersection should be inspected in the summer and trimmed as necessary to maintain stop sign visibility and intersection sight distance to the south.

Existing Conditions

This section of the memorandum covers the existing pedestrian, transit, and motor vehicle conditions at the intersection of Washington Street/12th Street. The following sections identify the existing pedestrian environment, transit service, intersection geometry and traffic control devices, intersection sight distance evaluation, and crash analysis.

Pedestrian Environment

Sidewalks are provided along on both sides of Washington Street and 12th Street, which lead to ADA compliant curb ramps at all corners of the intersection. Bulb-outs are in use at the northwest and southwest corners of the intersection to facilitate pedestrian crossings of Washington Street at the marked pedestrian cross walks. Pedestrian crossing signs are provided for traffic in both directions on Washington Street upstream in advance of the intersections, as well as at the marked crossings in the intersection. Overhead street lighting is provided at the northwest and southeast corners of the intersection.

Transit Service

Transit service is provided by TriMet bus lines 32 and 34. Inbound busses head northbound on Washington Street and turn left onto 12th Street, and outbound busses head southbound on Washington Street. A near side bus stop is provided on the northern leg of the intersection for outbound busses. While at this stop, the bus partially blocks the southbound through lane (a common practice).

Intersection Geometry and Control

The intersection of Washington Street/12th Street is currently stop controlled for the east-west legs (12th Street), and uncontrolled for the north-south legs (12th Street). Dedicated left turn lanes are provided for the northbound and southbound approaches on Washington Street, and shared lanes are provided on the remaining approaches. An overhead flashing beacon signal is installed over the intersection for motor vehicles traveling along both roadways. The flashing beacon signal displays red for 12th Street and amber for Washington Street.

85th Percentile Speed Survey

An 85th percentile speed survey was conducted on Washington Street by the City of Oregon City between the 7th and 13th of January, 2010. The posted speed on Washington Street is 25 mph for both northbound and southbound directions at the study intersection. The survey revealed that the 85th percentile speed for northbound and southbound vehicles was 33 mph and 31 mph, respectively. Speed details are included in Appendix A.

Intersection Sight Distance Analysis

An intersection sight distance analysis was conducted for the eastbound and westbound approaches on 12th Street. The minimum intersection sight distance for a direction is based on the speed of the vehicles on the uncontrolled cross street. Based on AASHTO criteria, the intersection sight distances for 31 mph and 33 mph should be 365 feet and 390 feet, respectively.[1] The available intersection sight distance for westbound and eastbound drivers is shown in Figure 2 and Table 1. Table 1 also lists the required intersection sight distance for the stop controlled approaches at this intersection. The following sections supply detail for the westbound and eastbound approaches of the intersection.

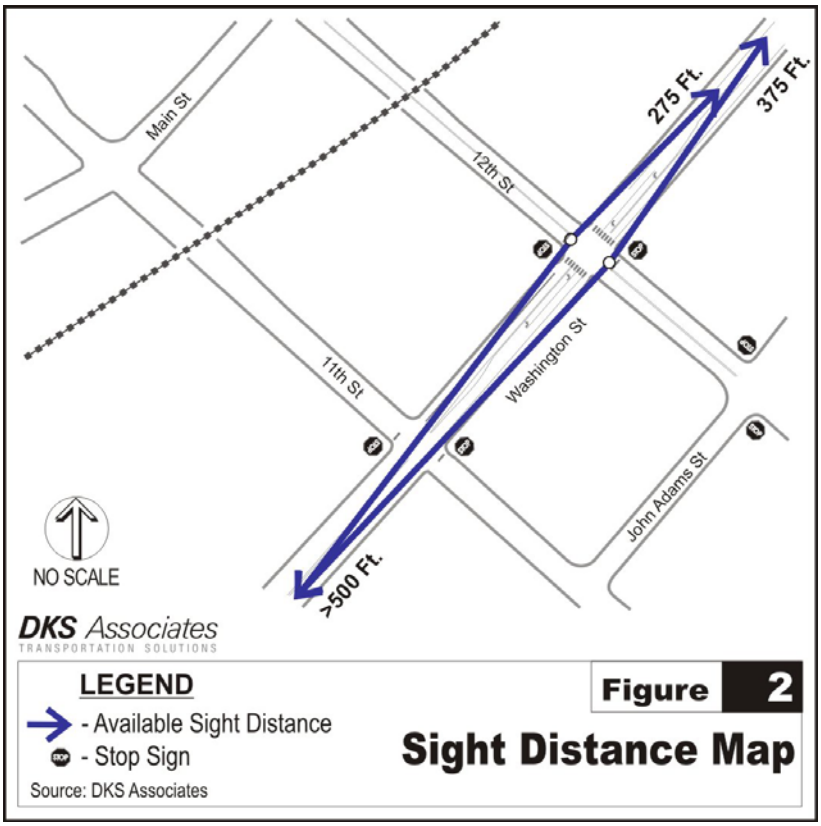


Table 1: Intersection Sight Distance

Approach	North Leg (85th percentile speed 31mph)		South Leg (85th percentile speed 31mph)	
	Available (ft)	**Required (ft)**	**Available (ft)**	**Required (ft)**
Eastbound (west leg →)	**275**	365	>500	390
Westbound (east leg ←)	375	365	>500	390

Note: Grey Shade and **Bold** Indicate the available intersection sight distance is less than the required sight distance.

Source: DKS Associates and AASHTO, *A Policy on Geometric Design of Highways*

[1] *A Policy on Geometric Design of Highways and Streets*, 2004 American Association of State Highway and Transportation Officials, page 661, Exhibit 9-55 and page 659/660 Exhibit 9-54. AASHTO criteria for intersection sight distance sets the driver's eye 14.4 feet

Eastbound Approach (West Leg) – Sight Distance to North

The required intersection sight distance to the north for the eastbound approach is 365 feet. The available intersection sight distance for this approach is currently restricted to 275 feet. The combination of a vertical curve (hill), utility poles, shrubbery (approximately 35 inches tall), and street trees (approximately 10 to 15 feet tall) currently restricts the available intersection sight distance. A single story brick building (City Chamber of Commerce) is located at the northwest corner of the intersection does not limit the intersection sight distance.

The intersection sight distance for the eastbound movement at this intersection was previously improved as part of a project in 2002. In November 2003, after the completion of the project, it was measured to be approximately 370 feet.[2] This measurement was taken when the shrubs and trees in the planting strip were considerably smaller. Since the measurement was taken in 2003, the plants have grown noticeably and reduced the available intersection sight distance by approximately 95 feet.

Eastbound Approach (West Leg) – Sight Distance to South

The required intersection sight distance to the south for the eastbound approach is 390 feet, and the available intersection sight distance (>500) for this approach exceeds the required distance by more than 100 feet. However, it should be noted that limbs from two large trees near the southwest corner of this intersection have grown over part of the adjacent sidewalk. These trees should be routinely trimmed in order to maintain view of the stop sign and not restrict the intersection sight distance.

Westbound Approach (East Leg) – Sight Distance to North

The required intersection sight distance to the north for the westbound approach is 365 feet. The available intersection sight distance (375 feet) is greater than the required 365 feet, but is restricted by a vertical curve (hill). The property on the northeast corner contains several small to medium sized shrubs and trees, which currently do not restrict the intersection sight distance, and the stop sign and "Cross Traffic Does Not Stop" sign are clearly visible to approaching drivers.

Westbound Approach (East Leg) – Sight Distance to South

The required intersection sight distance to the south for the westbound approach is 390 feet. The available intersection sight distance for this approach exceeds the required intersection sight distance and is approximately 575 feet. The property on the southeast corner of the intersection has as elevated garden with medium to large shrubs and trees, which currently do not restrict the available intersection sight distance

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[2] DKS Associates Memorandum-Intersection Sight Distance at the Washington/12th Intersection, to Nancy Kraushaar, City of Oregon City, January 6, 2004

Intersection Crash Analysis

The intersection crash analysis was performed using the last four years of available data for the years (2006 to 2009).[3] Over this time period 14 crashes were recorded in the crash databases for this intersection. This translates to an intersection crash rate of 0.68 crashes per million total entering vehicles (TEV). Intersection crash rates greater than 1.0 per million TEV are generally considered indicators that a further investigation in to the cause of the crashes is needed.

Although the crash rate at this location is well below 1.0, a more in depth crash analysis was conducted. Most of the crashes occurred during the day under dry conditions, and the cause of these crashes was cited as either "no yield" or "passed stop sign." Figure 5 includes a graphical representation of the crash data. A summary of the crash types reported between 2006 and 2009 is as follows:

- Seven (7) crashes involved drivers traveling eastbound on 12th Street and failing to yield the right of way to the drivers traveling on Washington Street.
- Two (2) crashes involved drivers traveling westbound on 12th Street and failing to yield the right of way to the drivers traveling on Washington Street.
- Two (2) crashes involved drivers traveling northbound on Washington Street turning left onto 12th Street.
- Two (2) crashes were rear end type crashes.
- One (1) Pedestrian crash occurred outside of the intersection.

No bicycle crashes were recorded.

Traffic Signal Warrant Analysis

A traffic signal warrant analysis was conducted in accordance with the MUTCD[4] for the intersection of Washington Street/12th Street. This analysis utilized motor vehicle counts collected in January 2010[5], field measurements and observations, and collision data recorded between 2006 and 2009. The MUTCD warrant analysis is a nationally recognized standard for use of traffic control devices and includes studies and factors for justifying traffic control signals. Within the MUTCD are eight separate warrants[6] used to evaluate various conditions specific to the intersection where a traffic signal is being considered. The most significant of the eight warrants that apply to the Washington Street/12th Street intersection are vehicle volume warrants (warrants 1 and 2), and crash experience (warrant 7).

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[3] Crash data supplied by the Oregon Department of Transportation and the Oregon City Police Department for January 2006 through December 2009.

[4] Manual on Uniform Traffic Devices (MUTCD) 2009 Edition

[5] Motor vehicle turn movement counts were collected for the a.m. and p.m. peak hour periods by All Traffic Data on Thursday January 7, 2010.

[6] See Appendix for Warrant analysis from evaluation of Washington Street/12th Street

Vehicle Volume Warrants - The existing traffic volume at this intersection is currently below the threshold levels at which traffic signal would generally begin to improve intersection operation and safety for vehicles and pedestrians , Figures 3 and 4 present the existing traffic volume along 12th Street compared with the levels at which a traffic signal installation is generally considered. When considering the installation of a traffic signal based on traffic (and pedestrian) volumes, a traffic signal will generally introduce greater delay and inconvenience to vehicles and pedestrians. This becomes more apparent at lower traffic volumes when vehicles on the side street must wait for a traffic signal phase (i.e. green light) where as under stop sign control those same vehicles can proceed during gaps in the mainline traffic stream.

Crash Experience - The number of reported vehicle crashes of the type susceptible to correction by traffic signal control (3 in 2009) is below the level at which crash experience is a principal reason for considering the installation of a traffic signal (5 per year). Installation of a traffic signal will generally reduce the occurrence of right-angle collisions. However, intersections controlled by traffic signals generally have a higher incidence of rear-end type collisions than those controlled by stop signs. Installing a traffic signal based solely on crash experience at an intersection with a “moderate” incidence of collisions may not reduce the overall number of collisions but will likely change the types of collisions that occur. Figure 5 shows the reported collisions that occurred at the intersection from 2006 to 2009.

Figure 3 - MUTCD 8-Hour Volume Warrants A and B

2010 side street traffic volume compared with threshold for meeting traffic signal warrant.

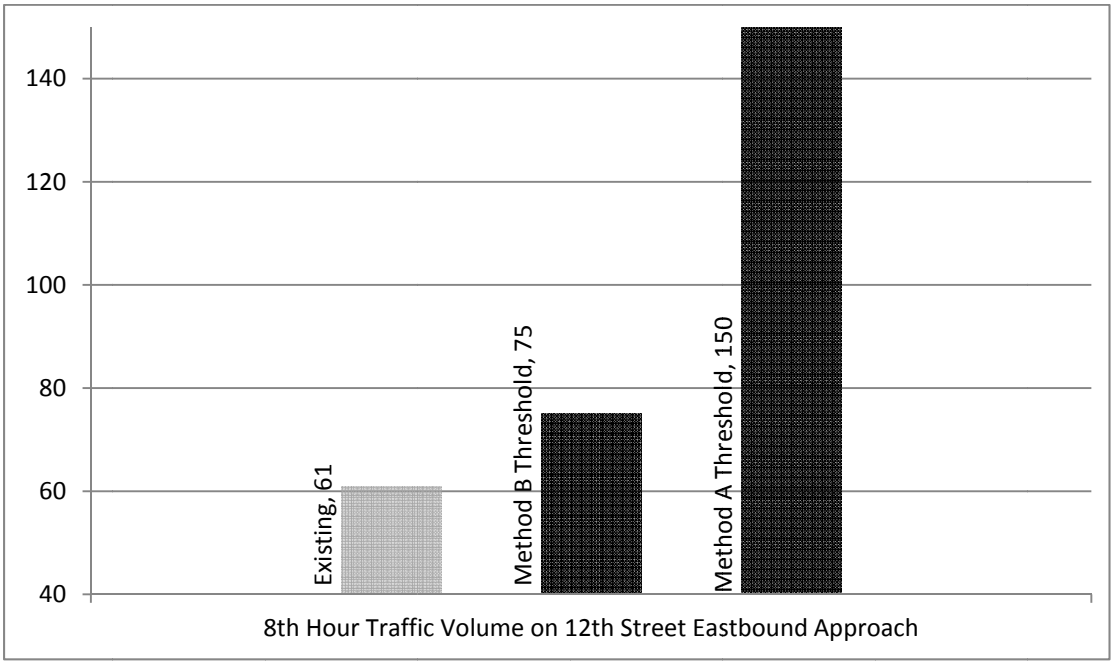
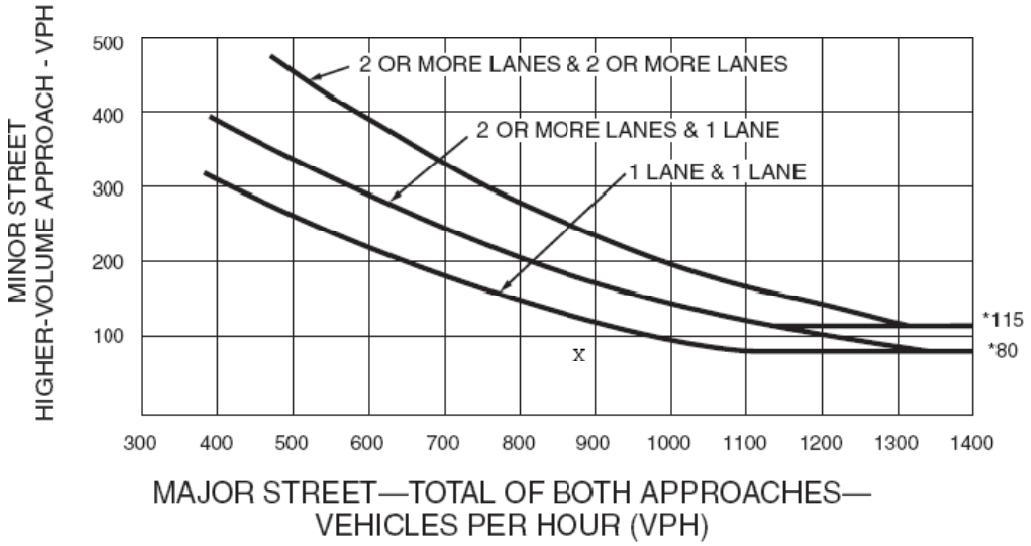


Figure 4 - MUTCD 4-Hour Volume Warrant

2010 traffic volume shown as "X" (892, 78), is below the threshold for meeting the 4-Hour traffic signal warrant.

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



Appendix

- Traffic Count Data
- Collision Data
- Traffic Signal Warrant Analysis

DKS Associates
TRANSPORTATION SOLUTIONS

Traffic Count Data

City of Oregon City Traffic Study

625 Center Street
Oregon City, OR 97045

Washington St :
1105 Washingt :
NB Only :

Date: 1/7/2010
Thursday

Daily Speed (60 Min.)
Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	20	0	0	4	8	7	0	1	0	0	0	0	0	0
1:00 AM	11	0	0	0	2	7	1	1	0	0	0	0	0	0
2:00 AM	13	0	1	2	3	6	1	0	0	0	0	0	0	0
3:00 AM	14	0	0	1	9	4	0	0	0	0	0	0	0	0
4:00 AM	56	1	1	1	16	29	8	0	0	0	0	0	0	0
5:00 AM	156	0	1	8	42	80	24	1	0	0	0	0	0	0
6:00 AM	361	0	5	16	118	191	30	1	0	0	0	0	0	0
7:00 AM	507	1	3	36	199	244	23	1	0	0	0	0	0	0
8:00 AM	358	0	6	34	159	139	20	0	0	0	0	0	0	0
9:00 AM	327	0	3	35	163	118	8	0	0	0	0	0	0	0
10:00 AM	344	0	2	38	182	107	15	0	0	0	0	0	0	0
11:00 AM	361	0	1	55	169	122	14	0	0	0	0	0	0	0
12:00 PM	347	0	1	46	157	127	15	1	0	0	0	0	0	0
1:00 PM	395	1	6	71	193	107	17	0	0	0	0	0	0	0
2:00 PM	404	0	10	65	198	120	11	0	0	0	0	0	0	0
3:00 PM	416	1	2	41	204	149	18	1	0	0	0	0	0	0
4:00 PM	442	0	4	55	234	134	14	1	0	0	0	0	0	0
5:00 PM	439	2	8	61	232	122	12	0	0	2	0	0	0	0
6:00 PM	269	0	1	28	119	105	16	0	0	0	0	0	0	0
7:00 PM	175	0	1	18	71	78	6	1	0	0	0	0	0	0
8:00 PM	129	0	2	10	66	40	9	2	0	0	0	0	0	0
9:00 PM	142	0	2	17	63	53	7	0	0	0	0	0	0	0
10:00 PM	64	0	1	6	33	21	3	0	0	0	0	0	0	0
11:00 PM	40	0	0	5	12	17	5	0	0	1	0	0	0	0
Total	5790	6	61	653	2652	2127	277	11	0	3	0	0	0	0
%		0.1	1.1	11.3	45.8	36.7	4.8	0.2	0.0	0.1	0.0	0.0	0.0	0.0

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	24.5	25.5	29.1	32.7	33.2

10 mph Pace Speed	24.5 - 34.5	**Average**	29.0 mph
Number in pace	4974 (85.9 %)	**Minimum**	5.0 mph
		Maximum	53.2 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.1 %	0.0 %	0.0 %
Count	3	0	0

City of Oregon City Traffic Study

625 Center Street
Oregon City, OR 97045

Washington St :
1105 Washingt :
NB Only :

Date: 1/8/2010
Friday

Daily Speed (60 Min.)
Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	24	0	1	3	11	6	3	0	0	0	0	0	0	0
1:00 AM	18	0	0	2	11	4	1	0	0	0	0	0	0	0
2:00 AM	14	0	0	1	5	4	4	0	0	0	0	0	0	0
3:00 AM	15	0	0	2	6	6	1	0	0	0	0	0	0	0
4:00 AM	48	0	0	1	16	22	9	0	0	0	0	0	0	0
5:00 AM	151	0	3	6	59	64	19	0	0	0	0	0	0	0
6:00 AM	326	0	1	20	103	166	31	5	0	0	0	0	0	0
7:00 AM	488	0	1	28	194	225	38	2	0	0	0	0	0	0
8:00 AM	339	1	3	34	167	118	16	0	0	0	0	0	0	0
9:00 AM	270	0	2	27	130	94	16	1	0	0	0	0	0	0
10:00 AM	326	0	5	51	153	110	7	0	0	0	0	0	0	0
11:00 AM	337	0	6	47	181	93	9	1	0	0	0	0	0	0
12:00 PM	360	1	3	48	169	123	15	0	1	0	0	0	0	0
1:00 PM	400	0	6	71	193	119	11	0	0	0	0	0	0	0
2:00 PM	383	0	3	58	191	117	14	0	0	0	0	0	0	0
3:00 PM	441	0	5	59	218	138	18	3	0	0	0	0	0	0
4:00 PM	401	0	5	52	211	113	20	0	0	0	0	0	0	0
5:00 PM	393	0	5	46	204	130	8	0	0	0	0	0	0	0
6:00 PM	290	0	0	28	125	130	7	0	0	0	0	0	0	0
7:00 PM	177	0	3	20	75	66	12	0	0	1	0	0	0	0
8:00 PM	140	0	1	22	56	52	7	2	0	0	0	0	0	0
9:00 PM	154	0	4	15	62	60	13	0	0	0	0	0	0	0
10:00 PM	83	0	1	10	35	34	2	1	0	0	0	0	0	0
11:00 PM	59	0	0	10	23	22	3	1	0	0	0	0	0	0
Total	5637	2	58	661	2598	2016	284	16	1	1	0	0	0	0
%		0.0	1.0	11.7	46.1	35.8	5.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	24.5	25.5	29.1	32.7	33.2

10 mph Pace Speed	23.9 - 33.9	**Average**	29.0 mph
Number in pace	4805 (85.2 %)	**Minimum**	8.3 mph
		Maximum	51.7 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.0 %	0.0 %	0.0 %
Count	2	0	0

City of Oregon City Traffic Study

625 Center Street
Oregon City, OR 97045

Washington St :
1105 Washingt :
NB Only :

Date: 1/9/2010
Saturday

Daily Speed (60 Min.)
Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	34	0	0	5	14	12	3	0	0	0	0	0	0	0
1:00 AM	15	0	0	3	6	5	0	1	0	0	0	0	0	0
2:00 AM	14	0	0	3	5	4	2	0	0	0	0	0	0	0
3:00 AM	10	0	0	1	3	6	0	0	0	0	0	0	0	0
4:00 AM	25	0	0	0	9	12	3	1	0	0	0	0	0	0
5:00 AM	37	0	0	9	9	15	3	1	0	0	0	0	0	0
6:00 AM	94	0	2	9	27	43	12	1	0	0	0	0	0	0
7:00 AM	119	1	2	11	47	46	9	3	0	0	0	0	0	0
8:00 AM	191	0	1	13	75	84	17	1	0	0	0	0	0	0
9:00 AM	276	0	4	28	112	113	16	3	0	0	0	0	0	0
10:00 AM	361	0	6	40	160	137	17	1	0	0	0	0	0	0
11:00 AM	353	0	4	30	169	128	22	0	0	0	0	0	0	0
12:00 PM	345	1	4	42	164	112	18	4	0	0	0	0	0	0
1:00 PM	365	0	4	30	192	120	19	0	0	0	0	0	0	0
2:00 PM	379	1	8	44	158	146	17	5	0	0	0	0	0	0
3:00 PM	343	0	3	28	149	143	19	1	0	0	0	0	0	0
4:00 PM	323	1	6	28	154	106	25	3	0	0	0	0	0	0
5:00 PM	259	0	3	19	117	108	11	1	0	0	0	0	0	0
6:00 PM	226	0	2	19	111	88	6	0	0	0	0	0	0	0
7:00 PM	158	0	2	15	79	53	7	2	0	0	0	0	0	0
8:00 PM	157	0	1	22	84	45	5	0	0	0	0	0	0	0
9:00 PM	132	0	0	13	67	41	7	4	0	0	0	0	0	0
10:00 PM	94	1	2	8	51	26	4	2	0	0	0	0	0	0
11:00 PM	84	0	1	5	31	34	12	1	0	0	0	0	0	0
Total	4394	5	55	425	1993	1627	254	35	0	0	0	0	0	0
%		0.1	1.3	9.7	45.4	37.0	5.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds (mph)	10.0%	15.0%	50.0%	85.0%	90.0%
	24.8	25.9	29.1	32.7	33.9

10 mph Pace Speed 24.5 - 34.5
Number in pace 3730 (84.9 %)

Average 29.2 mph
Minimum 5.0 mph
Maximum 44.3 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.0 %	0.0 %	0.0 %
Count	0	0	0

City of Oregon City Traffic Study

625 Center Street
Oregon City, OR 97045

Washington St :
1105 Washingt :
NB Only :

Date: 1/10/2010
Sunday

Daily Speed (60 Min.)
Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	32	0	1	3	15	11	2	0	0	0	0	0	0	0
1:00 AM	17	0	0	1	8	7	0	0	1	0	0	0	0	0
2:00 AM	18	0	1	3	10	2	1	0	0	1	0	0	0	0
3:00 AM	9	0	0	1	5	3	0	0	0	0	0	0	0	0
4:00 AM	13	0	0	2	6	4	1	0	0	0	0	0	0	0
5:00 AM	26	0	0	0	7	13	5	1	0	0	0	0	0	0
6:00 AM	58	0	0	3	21	29	4	1	0	0	0	0	0	0
7:00 AM	62	0	1	5	19	26	10	1	0	0	0	0	0	0
8:00 AM	110	0	1	4	41	53	11	0	0	0	0	0	0	0
9:00 AM	218	0	1	8	88	101	19	1	0	0	0	0	0	0
10:00 AM	229	0	2	14	89	96	25	3	0	0	0	0	0	0
11:00 AM	299	2	5	32	149	94	16	1	0	0	0	0	0	0
12:00 PM	389	0	7	44	172	144	21	1	0	0	0	0	0	0
1:00 PM	348	1	6	31	148	139	22	1	0	0	0	0	0	0
2:00 PM	296	0	6	30	132	106	19	3	0	0	0	0	0	0
3:00 PM	266	0	4	33	130	89	10	0	0	0	0	0	0	0
4:00 PM	224	0	4	18	105	88	9	0	0	0	0	0	0	0
5:00 PM	209	0	2	28	87	80	12	0	0	0	0	0	0	0
6:00 PM	177	0	5	15	82	59	14	2	0	0	0	0	0	0
7:00 PM	132	0	0	18	59	50	4	1	0	0	0	0	0	0
8:00 PM	118	0	1	12	53	39	11	2	0	0	0	0	0	0
9:00 PM	96	0	1	6	43	33	13	0	0	0	0	0	0	0
10:00 PM	43	0	0	3	20	16	3	1	0	0	0	0	0	0
11:00 PM	35	0	0	6	12	13	3	1	0	0	0	0	0	0
Total	3424	3	48	320	1501	1295	235	20	1	1	0	0	0	0
%		0.1	1.4	9.3	43.8	37.8	6.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	24.8	25.9	29.6	33.2	33.9

10 mph Pace Speed	24.5 - 34.5	**Average**	29.4 mph
Number in pace	2900 (84.7 %)	**Minimum**	7.9 mph
		Maximum	51.7 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.1 %	0.0 %	0.0 %
Count	2	0	0

City of Oregon City Traffic Study

625 Center Street
Oregon City, OR 97045

Washington St :
1105 Washingt :
NB Only :

Date: 1/11/2010
Monday

Daily Speed (60 Min.)
Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	17	0	1	2	10	2	2	0	0	0	0	0	0	0
1:00 AM	13	0	0	2	5	6	0	0	0	0	0	0	0	0
2:00 AM	12	0	0	0	6	3	3	0	0	0	0	0	0	0
3:00 AM	12	0	0	0	3	7	2	0	0	0	0	0	0	0
4:00 AM	52	0	0	2	21	20	8	1	0	0	0	0	0	0
5:00 AM	133	0	0	5	35	71	21	1	0	0	0	0	0	0
6:00 AM	357	0	2	17	144	168	25	1	0	0	0	0	0	0
7:00 AM	500	1	1	51	196	226	21	4	0	0	0	0	0	0
8:00 AM	369	0	1	41	179	136	12	0	0	0	0	0	0	0
9:00 AM	323	1	9	46	140	97	26	4	0	0	0	0	0	0
10:00 AM	309	0	2	46	168	81	9	3	0	0	0	0	0	0
11:00 AM	357	0	7	67	168	105	10	0	0	0	0	0	0	0
12:00 PM	397	0	8	74	202	98	15	0	0	0	0	0	0	0
1:00 PM	350	0	7	64	171	95	12	1	0	0	0	0	0	0
2:00 PM	380	0	5	47	204	107	16	1	0	0	0	0	0	0
3:00 PM	442	0	5	54	238	130	14	1	0	0	0	0	0	0
4:00 PM	430	0	7	52	204	155	12	0	0	0	0	0	0	0
5:00 PM	452	1	7	40	254	139	11	0	0	0	0	0	0	0
6:00 PM	280	0	2	28	140	92	17	1	0	0	0	0	0	0
7:00 PM	169	1	3	14	80	59	12	0	0	0	0	0	0	0
8:00 PM	149	0	3	9	73	51	12	1	0	0	0	0	0	0
9:00 PM	101	0	2	5	41	45	7	1	0	0	0	0	0	0
10:00 PM	54	0	0	8	20	21	5	0	0	0	0	0	0	0
11:00 PM	38	0	0	2	15	16	4	0	0	0	0	1	0	0
Total	5696	4	72	676	2717	1930	276	20	0	0	0	1	0	0
%		0.1	1.3	11.9	47.7	33.9	4.8	0.4	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds (mph)	10.0%	15.0%	50.0%	85.0%	90.0%
	24.5	25.5	29.1	32.7	33.2

10 mph Pace Speed	23.9 - 33.9	**Average**	28.9 mph
Number in pace	4883 (85.7 %)	**Minimum**	13.6 mph
		Maximum	60.1 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.0 %	0.0 %	0.0 %
Count	1	1	0

City of Oregon City Traffic Study

625 Center Street
Oregon City, OR 97045

Washington St :
1105 Washingt :
NB Only :

Date: 1/12/2010
Tuesday

Daily Speed (60 Min.)
Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	22	0	0	5	9	8	0	0	0	0	0	0	0	0
1:00 AM	16	0	0	3	7	5	0	1	0	0	0	0	0	0
2:00 AM	15	0	0	2	5	5	3	0	0	0	0	0	0	0
3:00 AM	15	0	0	2	3	10	0	0	0	0	0	0	0	0
4:00 AM	50	0	0	2	17	25	5	1	0	0	0	0	0	0
5:00 AM	138	0	0	5	49	62	21	1	0	0	0	0	0	0
6:00 AM	374	0	2	15	152	169	34	2	0	0	0	0	0	0
7:00 AM	496	0	2	37	211	224	22	0	0	0	0	0	0	0
8:00 AM	383	0	3	50	190	115	25	0	0	0	0	0	0	0
9:00 AM	322	0	3	44	145	119	11	0	0	0	0	0	0	0
10:00 AM	298	0	6	27	155	93	17	0	0	0	0	0	0	0
11:00 AM	379	0	8	60	196	106	9	0	0	0	0	0	0	0
12:00 PM	385	1	7	55	210	97	15	0	0	0	0	0	0	0
1:00 PM	388	3	8	53	217	98	8	1	0	0	0	0	0	0
2:00 PM	333	0	3	45	166	105	12	2	0	0	0	0	0	0
3:00 PM	441	0	0	76	225	125	15	0	0	0	0	0	0	0
4:00 PM	386	0	2	51	200	115	17	1	0	0	0	0	0	0
5:00 PM	428	1	4	67	219	127	10	0	0	0	0	0	0	0
6:00 PM	274	0	1	31	137	94	11	0	0	0	0	0	0	0
7:00 PM	167	1	1	18	78	57	12	0	0	0	0	0	0	0
8:00 PM	135	0	1	19	48	56	10	1	0	0	0	0	0	0
9:00 PM	108	0	4	11	45	40	5	2	1	0	0	0	0	0
10:00 PM	56	1	0	2	27	18	7	1	0	0	0	0	0	0
11:00 PM	42	0	0	6	19	14	3	0	0	0	0	0	0	0
Total	5651	7	55	686	2730	1887	272	13	1	0	0	0	0	0
%		0.1	1.0	12.1	48.3	33.4	4.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	24.5	25.2	29.1	32.7	33.2

10 mph Pace Speed	23.9 - 33.9	**Average**	28.8 mph
Number in pace	4848 (85.8 %)	**Minimum**	9.6 mph
		Maximum	46.5 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.0 %	0.0 %	0.0 %
Count	1	0	0

City of Oregon City Traffic Study

625 Center Street
Oregon City, OR 97045

Washington St :
1105 Washingt :
NB Only :

Date: 1/13/2010
Wednesday

Daily Speed (60 Min.)
Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	18	0	0	2	7	8	1	0	0	0	0	0	0	0
1:00 AM	17	0	0	3	6	7	1	0	0	0	0	0	0	0
2:00 AM	13	0	0	1	5	5	2	0	0	0	0	0	0	0
3:00 AM	16	0	0	1	4	10	1	0	0	0	0	0	0	0
4:00 AM	50	0	0	2	13	27	8	0	0	0	0	0	0	0
5:00 AM	151	0	1	9	59	65	16	1	0	0	0	0	0	0
6:00 AM	360	2	3	21	140	177	15	2	0	0	0	0	0	0
7:00 AM	493	1	3	41	214	207	27	0	0	0	0	0	0	0
8:00 AM	382	0	3	31	180	144	24	0	0	0	0	0	0	0
9:00 AM	312	2	4	53	149	98	6	0	0	0	0	0	0	0
10:00 AM	317	0	8	50	158	92	8	1	0	0	0	0	0	0
11:00 AM	366	0	5	67	181	101	11	1	0	0	0	0	0	0
12:00 PM	360	0	7	41	180	122	9	1	0	0	0	0	0	0
1:00 PM	360	0	10	46	192	96	16	0	0	0	0	0	0	0
2:00 PM	364	0	3	52	174	116	18	1	0	0	0	0	0	0
3:00 PM	417	0	3	78	198	121	16	1	0	0	0	0	0	0
4:00 PM	415	0	2	52	209	134	18	0	0	0	0	0	0	0
5:00 PM	428	0	9	53	195	152	17	2	0	0	0	0	0	0
6:00 PM	289	0	3	32	139	100	15	0	0	0	0	0	0	0
7:00 PM	198	0	6	22	103	62	4	1	0	0	0	0	0	0
8:00 PM	182	1	0	24	84	62	10	1	0	0	0	0	0	0
9:00 PM	127	0	1	22	69	31	4	0	0	0	0	0	0	0
10:00 PM	62	0	3	5	25	27	2	0	0	0	0	0	0	0
11:00 PM	33	0	0	9	9	11	2	2	0	0	0	0	0	0
Total	5730	6	74	717	2693	1975	251	14	0	0	0	0	0	0
%		0.1	1.3	12.5	47.0	34.5	4.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	24.2	25.2	28.6	32.1	33.2

10 mph Pace Speed	23.3 - 33.3	**Average**	28.8 mph
Number in pace	4892 (85.4 %)	**Minimum**	6.3 mph
		Maximum	44.3 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.0 %	0.0 %	0.0 %
Count	0	0	0

City of Oregon City Traffic Study

625 Center Street
Oregon City, OR 97045

Washington St :
1105 Washingt :
SB only :

Date: 1/7/2010
Thursday

Daily Speed (60 Min.)
Channel: SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	42	1	0	9	23	8	1	0	0	0	0	0	0	0
1:00 AM	27	0	0	4	15	8	0	0	0	0	0	0	0	0
2:00 AM	23	0	0	5	11	6	1	0	0	0	0	0	0	0
3:00 AM	12	0	0	2	6	4	0	0	0	0	0	0	0	0
4:00 AM	17	0	0	0	8	7	0	2	0	0	0	0	0	0
5:00 AM	42	2	4	5	24	7	0	0	0	0	0	0	0	0
6:00 AM	130	1	5	22	61	36	5	0	0	0	0	0	0	0
7:00 AM	318	2	9	90	145	67	5	0	0	0	0	0	0	0
8:00 AM	294	0	12	78	133	64	5	2	0	0	0	0	0	0
9:00 AM	274	6	6	65	143	48	6	0	0	0	0	0	0	0
10:00 AM	334	1	10	103	165	48	6	1	0	0	0	0	0	0
11:00 AM	363	3	10	79	189	75	7	0	0	0	0	0	0	0
12:00 PM	398	3	12	101	194	85	3	0	0	0	0	0	0	0
1:00 PM	428	0	7	110	233	72	6	0	0	0	0	0	0	0
2:00 PM	488	4	32	120	243	86	3	0	0	0	0	0	0	0
3:00 PM	546	4	18	145	275	101	3	0	0	0	0	0	0	0
4:00 PM	613	6	22	164	329	87	4	1	0	0	0	0	0	0
5:00 PM	588	2	28	181	309	66	2	0	0	0	0	0	0	0
6:00 PM	470	4	8	78	277	100	3	0	0	0	0	0	0	0
7:00 PM	295	0	10	62	171	48	3	1	0	0	0	0	0	0
8:00 PM	196	1	3	35	104	50	3	0	0	0	0	0	0	0
9:00 PM	178	0	0	41	94	38	5	0	0	0	0	0	0	0
10:00 PM	117	0	1	26	55	33	1	1	0	0	0	0	0	0
11:00 PM	52	0	1	12	25	11	3	0	0	0	0	0	0	0
Total	6245	40	198	1537	3232	1155	75	8	0	0	0	0	0	0
%		0.6	3.2	24.6	51.8	18.5	1.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	22.4	23.3	27.0	30.5	31.6

10 mph Pace Speed	22.2 - 32.2	**Average**	26.8 mph
Number in pace	5346 (85.6 %)	**Minimum**	6.1 mph
		Maximum	43.3 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.0 %	0.0 %	0.0 %
Count	0	0	0

City of Oregon City Traffic Study

625 Center Street
Oregon City, OR 97045

Washington St :
1105 Washingt :
SB only :

Date: 1/8/2010
Friday

Daily Speed (60 Min.)
Channel: SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	42	0	0	1	26	14	1	0	0	0	0	0	0	0
1:00 AM	28	0	1	7	15	3	2	0	0	0	0	0	0	0
2:00 AM	19	0	0	3	8	8	0	0	0	0	0	0	0	0
3:00 AM	19	0	0	2	11	2	3	1	0	0	0	0	0	0
4:00 AM	17	1	2	5	6	3	0	0	0	0	0	0	0	0
5:00 AM	39	1	2	9	14	12	1	0	0	0	0	0	0	0
6:00 AM	92	0	2	19	47	21	3	0	0	0	0	0	0	0
7:00 AM	263	0	7	63	145	45	3	0	0	0	0	0	0	0
8:00 AM	283	0	9	85	128	57	4	0	0	0	0	0	0	0
9:00 AM	256	1	6	55	141	48	5	0	0	0	0	0	0	0
10:00 AM	350	0	18	97	172	53	10	0	0	0	0	0	0	0
11:00 AM	365	3	15	107	187	44	8	1	0	0	0	0	0	0
12:00 PM	394	5	10	80	198	95	6	0	0	0	0	0	0	0
1:00 PM	452	2	19	133	231	61	6	0	0	0	0	0	0	0
2:00 PM	444	1	10	113	246	69	5	0	0	0	0	0	0	0
3:00 PM	572	3	31	173	285	80	0	0	0	0	0	0	0	0
4:00 PM	567	2	27	187	266	81	3	1	0	0	0	0	0	0
5:00 PM	601	0	11	153	346	86	5	0	0	0	0	0	0	0
6:00 PM	413	0	18	118	200	69	8	0	0	0	0	0	0	0
7:00 PM	300	1	2	60	161	72	3	1	0	0	0	0	0	0
8:00 PM	228	2	7	40	134	42	3	0	0	0	0	0	0	0
9:00 PM	186	1	7	48	90	36	4	0	0	0	0	0	0	0
10:00 PM	157	0	5	25	77	42	5	3	0	0	0	0	0	0
11:00 PM	99	0	0	16	51	27	4	1	0	0	0	0	0	0
Total	6186	23	209	1599	3185	1070	92	8	0	0	0	0	0	0
%		0.4	3.4	25.8	51.5	17.3	1.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	22.2	23.3	26.6	30.5	31.0

10 mph Pace Speed	22.2 - 32.2	**Average**	26.7 mph
Number in pace	5278 (85.3 %)	**Minimum**	6.9 mph
		Maximum	43.3 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.0 %	0.0 %	0.0 %
Count	0	0	0

City of Oregon City Traffic Study

625 Center Street
Oregon City, OR 97045

Washington St :
1105 Washingt :
SB only :

Date: 1/9/2010
Saturday

Daily Speed (60 Min.)
Channel: SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	63	0	1	13	32	15	2	0	0	0	0	0	0	0
1:00 AM	46	0	5	10	25	6	0	0	0	0	0	0	0	0
2:00 AM	34	0	0	8	13	10	3	0	0	0	0	0	0	0
3:00 AM	21	0	0	4	13	4	0	0	0	0	0	0	0	0
4:00 AM	11	0	1	1	6	3	0	0	0	0	0	0	0	0
5:00 AM	24	1	6	6	7	4	0	0	0	0	0	0	0	0
6:00 AM	88	6	21	26	28	6	1	0	0	0	0	0	0	0
7:00 AM	64	1	1	16	30	15	0	1	0	0	0	0	0	0
8:00 AM	131	0	8	30	55	34	4	0	0	0	0	0	0	0
9:00 AM	192	0	7	50	82	47	6	0	0	0	0	0	0	0
10:00 AM	279	2	3	64	131	75	3	1	0	0	0	0	0	0
11:00 AM	371	0	13	80	186	86	6	0	0	0	0	0	0	0
12:00 PM	399	0	15	86	207	86	5	0	0	0	0	0	0	0
1:00 PM	446	0	18	98	235	86	7	2	0	0	0	0	0	0
2:00 PM	413	0	12	85	228	80	7	1	0	0	0	0	0	0
3:00 PM	422	2	17	91	238	70	4	0	0	0	0	0	0	0
4:00 PM	433	1	8	108	227	84	5	0	0	0	0	0	0	0
5:00 PM	437	1	10	115	241	66	2	2	0	0	0	0	0	0
6:00 PM	305	0	7	75	160	52	10	1	0	0	0	0	0	0
7:00 PM	245	1	6	56	122	58	2	0	0	0	0	0	0	0
8:00 PM	197	0	0	36	96	59	5	1	0	0	0	0	0	0
9:00 PM	131	0	1	25	66	36	3	0	0	0	0	0	0	0
10:00 PM	135	1	5	34	65	24	6	0	0	0	0	0	0	0
11:00 PM	92	0	3	13	40	33	2	1	0	0	0	0	0	0
Total	4979	16	168	1130	2533	1039	83	10	0	0	0	0	0	0
%		0.3	3.4	22.7	50.9	20.9	1.7	0.2	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	22.4	23.6	27.4	31.0	31.6

10 mph Pace Speed 22.2 - 32.2
Number in pace 4214 (84.6 %)

Average 27.1 mph
Minimum 10.6 mph
Maximum 44.3 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.0 %	0.0 %	0.0 %
Count	0	0	0

City of Oregon City Traffic Study

625 Center Street
Oregon City, OR 97045

Washington St :
1105 Washingt :
SB only :

Date: 1/10/2010
Sunday

Daily Speed (60 Min.)
Channel: SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	65	0	2	12	35	16	0	0	0	0	0	0	0	0
1:00 AM	51	0	0	11	31	6	3	0	0	0	0	0	0	0
2:00 AM	34	0	1	10	13	9	1	0	0	0	0	0	0	0
3:00 AM	20	0	1	3	12	3	0	0	0	1	0	0	0	0
4:00 AM	20	0	0	6	11	2	1	0	0	0	0	0	0	0
5:00 AM	15	0	0	1	10	2	2	0	0	0	0	0	0	0
6:00 AM	22	0	0	4	11	7	0	0	0	0	0	0	0	0
7:00 AM	55	0	0	7	30	14	4	0	0	0	0	0	0	0
8:00 AM	119	0	1	25	56	31	5	0	1	0	0	0	0	0
9:00 AM	226	0	3	37	123	60	3	0	0	0	0	0	0	0
10:00 AM	306	0	4	57	152	89	4	0	0	0	0	0	0	0
11:00 AM	226	0	6	40	103	67	10	0	0	0	0	0	0	0
12:00 PM	278	0	11	45	138	77	6	1	0	0	0	0	0	0
1:00 PM	319	0	9	54	171	77	8	0	0	0	0	0	0	0
2:00 PM	334	1	5	44	178	97	9	0	0	0	0	0	0	0
3:00 PM	348	1	5	62	173	92	14	1	0	0	0	0	0	0
4:00 PM	333	1	9	76	170	64	13	0	0	0	0	0	0	0
5:00 PM	352	2	7	63	211	63	6	0	0	0	0	0	0	0
6:00 PM	267	0	3	46	149	61	8	0	0	0	0	0	0	0
7:00 PM	177	0	2	35	97	40	2	1	0	0	0	0	0	0
8:00 PM	138	0	0	25	75	32	5	0	1	0	0	0	0	0
9:00 PM	130	4	5	22	65	32	1	1	0	0	0	0	0	0
10:00 PM	83	0	3	16	44	15	2	1	1	0	1	0	0	0
11:00 PM	41	1	2	11	16	8	2	1	0	0	0	0	0	0
Total	3959	10	79	712	2074	964	109	6	3	1	1	0	0	0
%		0.3	2.0	18.0	52.4	24.3	2.8	0.2	0.1	0.0	0.0	0.0	0.0	0.0

Percentile Speeds (mph)	10.0%	15.0%	50.0%	85.0%	90.0%
	23.3	24.2	27.8	31.6	32.1

10 mph Pace Speed 23.3 - 33.3
Number in pace 3352 (84.7 %)

Average 27.8 mph
Minimum 5.9 mph
Maximum 56.4 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.1 %	0.0 %	0.0 %
Count	5	1	0

City of Oregon City Traffic Study

625 Center Street
Oregon City, OR 97045

Washington St :
1105 Washingt :
SB only :

Date: 1/11/2010
Monday

Daily Speed (60 Min.)
Channel: SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	31	0	1	5	13	11	0	1	0	0	0	0	0	0
1:00 AM	15	0	0	2	8	4	1	0	0	0	0	0	0	0
2:00 AM	12	1	0	0	8	2	1	0	0	0	0	0	0	0
3:00 AM	9	0	0	1	7	1	0	0	0	0	0	0	0	0
4:00 AM	15	0	0	2	10	3	0	0	0	0	0	0	0	0
5:00 AM	42	0	3	6	16	15	2	0	0	0	0	0	0	0
6:00 AM	116	0	2	19	56	34	5	0	0	0	0	0	0	0
7:00 AM	296	0	8	67	164	56	1	0	0	0	0	0	0	0
8:00 AM	279	0	11	54	145	65	4	0	0	0	0	0	0	0
9:00 AM	299	3	14	100	135	42	4	1	0	0	0	0	0	0
10:00 AM	372	4	21	90	197	52	8	0	0	0	0	0	0	0
11:00 AM	345	3	6	79	173	76	8	0	0	0	0	0	0	0
12:00 PM	413	1	12	126	198	72	4	0	0	0	0	0	0	0
1:00 PM	413	1	10	97	233	69	3	0	0	0	0	0	0	0
2:00 PM	449	2	14	130	232	64	6	0	0	0	0	0	0	1
3:00 PM	557	4	11	139	299	96	7	1	0	0	0	0	0	0
4:00 PM	592	4	26	142	318	99	3	0	0	0	0	0	0	0
5:00 PM	602	5	35	132	345	79	6	0	0	0	0	0	0	0
6:00 PM	402	2	17	95	209	77	2	0	0	0	0	0	0	0
7:00 PM	242	1	3	40	147	47	3	1	0	0	0	0	0	0
8:00 PM	194	1	2	26	112	46	6	1	0	0	0	0	0	0
9:00 PM	157	1	3	27	85	35	6	0	0	0	0	0	0	0
10:00 PM	86	0	0	19	41	23	2	0	1	0	0	0	0	0
11:00 PM	69	0	2	13	29	22	3	0	0	0	0	0	0	0
Total	6007	33	201	1411	3180	1090	85	5	1	0	0	0	0	1
%		0.5	3.3	23.5	52.9	18.1	1.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	22.2	23.3	27.0	30.5	31.6

10 mph Pace Speed	22.2 - 32.2	**Average**	26.9 mph
Number in pace	5131 (85.4 %)	**Minimum**	5.4 mph
		Maximum	88.7 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.0 %	0.0 %	0.0 %
Count	2	1	1

City of Oregon City Traffic Study

625 Center Street
Oregon City, OR 97045

Washington St :
1105 Washingt :
SB only :

Date: 1/12/2010
Tuesday

Daily Speed (60 Min.)
Channel: SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	35	2	1	7	17	8	0	0	0	0	0	0	0	0
1:00 AM	19	0	3	2	8	5	1	0	0	0	0	0	0	0
2:00 AM	16	0	0	4	7	5	0	0	0	0	0	0	0	0
3:00 AM	13	0	0	3	8	1	0	1	0	0	0	0	0	0
4:00 AM	15	0	1	4	8	2	0	0	0	0	0	0	0	0
5:00 AM	39	1	2	13	13	8	2	0	0	0	0	0	0	0
6:00 AM	133	0	7	31	62	30	3	0	0	0	0	0	0	0
7:00 AM	296	0	14	81	148	51	1	1	0	0	0	0	0	0
8:00 AM	328	2	11	86	165	57	7	0	0	0	0	0	0	0
9:00 AM	315	1	13	77	166	53	4	1	0	0	0	0	0	0
10:00 AM	307	4	12	61	162	60	7	1	0	0	0	0	0	0
11:00 AM	327	1	6	74	181	61	4	0	0	0	0	0	0	0
12:00 PM	437	2	25	134	208	65	3	0	0	0	0	0	0	0
1:00 PM	449	0	7	123	241	74	4	0	0	0	0	0	0	0
2:00 PM	448	1	12	137	226	67	4	1	0	0	0	0	0	0
3:00 PM	541	3	19	127	298	92	2	0	0	0	0	0	0	0
4:00 PM	613	0	22	172	347	70	2	0	0	0	0	0	0	0
5:00 PM	592	2	29	182	313	63	3	0	0	0	0	0	0	0
6:00 PM	395	0	8	113	215	58	1	0	0	0	0	0	0	0
7:00 PM	227	1	5	50	112	51	8	0	0	0	0	0	0	0
8:00 PM	203	0	3	44	89	61	6	0	0	0	0	0	0	0
9:00 PM	174	0	3	34	86	42	5	4	0	0	0	0	0	0
10:00 PM	86	0	0	20	44	19	3	0	0	0	0	0	0	0
11:00 PM	58	0	0	15	31	11	1	0	0	0	0	0	0	0
Total	6066	20	203	1594	3155	1014	71	9	0	0	0	0	0	0
%		0.3	3.3	26.3	52.0	16.7	1.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	22.2	23.3	26.6	30.0	31.0

10 mph Pace Speed	21.6 - 31.6	**Average**	26.6 mph
Number in pace	5192 (85.6 %)	**Minimum**	7.4 mph
		Maximum	43.3 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.0 %	0.0 %	0.0 %
Count	0	0	0

City of Oregon City Traffic Study

625 Center Street
Oregon City, OR 97045

Washington St :
1105 Washingt :
SB only :

Date: 1/13/2010
Wednesday

Daily Speed (60 Min.)
Channel: SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	42	1	0	11	14	12	4	0	0	0	0	0	0	0
1:00 AM	15	0	0	5	7	3	0	0	0	0	0	0	0	0
2:00 AM	17	0	0	5	9	2	1	0	0	0	0	0	0	0
3:00 AM	14	0	0	5	6	3	0	0	0	0	0	0	0	0
4:00 AM	17	0	0	6	7	4	0	0	0	0	0	0	0	0
5:00 AM	36	1	0	10	17	7	1	0	0	0	0	0	0	0
6:00 AM	129	0	2	23	74	25	4	1	0	0	0	0	0	0
7:00 AM	279	1	17	68	139	50	4	0	0	0	0	0	0	0
8:00 AM	310	3	11	82	158	54	2	0	0	0	0	0	0	0
9:00 AM	302	4	11	64	161	58	4	0	0	0	0	0	0	0
10:00 AM	308	2	13	77	156	57	3	0	0	0	0	0	0	0
11:00 AM	363	0	9	98	182	69	5	0	0	0	0	0	0	0
12:00 PM	422	4	17	117	213	65	6	0	0	0	0	0	0	0
1:00 PM	398	2	16	90	212	72	6	0	0	0	0	0	0	0
2:00 PM	453	2	15	144	212	76	4	0	0	0	0	0	0	0
3:00 PM	484	7	28	116	227	96	9	1	0	0	0	0	0	0
4:00 PM	612	3	20	194	309	81	3	1	1	0	0	0	0	0
5:00 PM	670	11	22	191	375	70	1	0	0	0	0	0	0	0
6:00 PM	482	3	21	133	259	65	1	0	0	0	0	0	0	0
7:00 PM	253	0	5	61	135	47	5	0	0	0	0	0	0	0
8:00 PM	202	0	6	54	100	30	11	1	0	0	0	0	0	0
9:00 PM	176	2	12	55	81	23	3	0	0	0	0	0	0	0
10:00 PM	97	0	2	21	45	27	2	0	0	0	0	0	0	0
11:00 PM	53	0	2	14	26	10	0	1	0	0	0	0	0	0
Total	6134	46	229	1644	3124	1006	79	5	1	0	0	0	0	0
%		0.7	3.7	26.8	50.9	16.4	1.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	21.9	23.0	26.6	30.0	31.0

10 mph Pace Speed 21.6 - 31.6
Number in pace 5183 (84.5 %)

Average 26.5 mph
Minimum 5.4 mph
Maximum 49.0 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.0 %	0.0 %	0.0 %
Count	1	0	0

City of Oregon City Traffic Study

320 Warner Milne Rd
Oregon City, OR 97045

Washington St :
At 1215 Washin :
NB Only :

Date: 1/7/2010
Thursday

Daily Speed (60 Min.)
Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	19	0	1	3	8	6	0	1	0	0	0	0	0	0
1:00 AM	11	0	1	0	4	4	2	0	0	0	0	0	0	0
2:00 AM	12	0	1	4	3	2	2	0	0	0	0	0	0	0
3:00 AM	11	0	0	1	8	2	0	0	0	0	0	0	0	0
4:00 AM	54	0	1	4	17	27	5	0	0	0	0	0	0	0
5:00 AM	149	1	1	7	70	61	9	0	0	0	0	0	0	0
6:00 AM	329	0	0	16	186	116	11	0	0	0	0	0	0	0
7:00 AM	443	3	2	44	236	138	20	0	0	0	0	0	0	0
8:00 AM	329	0	0	49	191	81	8	0	0	0	0	0	0	0
9:00 AM	319	1	3	58	169	85	3	0	0	0	0	0	0	0
10:00 AM	349	1	4	65	197	73	9	0	0	0	0	0	0	0
11:00 AM	348	0	2	94	188	60	4	0	0	0	0	0	0	0
12:00 PM	331	1	3	59	177	84	7	0	0	0	0	0	0	0
1:00 PM	389	0	10	99	209	64	7	0	0	0	0	0	0	0
2:00 PM	388	1	6	102	204	72	3	0	0	0	0	0	0	0
3:00 PM	403	0	2	85	211	95	9	1	0	0	0	0	0	0
4:00 PM	441	0	5	93	266	74	2	0	1	0	0	0	0	0
5:00 PM	432	2	12	116	233	65	3	0	1	0	0	0	0	0
6:00 PM	270	0	7	43	153	60	7	0	0	0	0	0	0	0
7:00 PM	167	0	6	28	83	49	1	0	0	0	0	0	0	0
8:00 PM	136	0	0	25	75	30	6	0	0	0	0	0	0	0
9:00 PM	136	0	3	24	67	41	1	0	0	0	0	0	0	0
10:00 PM	61	0	0	10	36	13	2	0	0	0	0	0	0	0
11:00 PM	37	0	0	6	12	16	2	0	0	1	0	0	0	0
Total	5564	10	70	1035	3003	1318	123	2	2	1	0	0	0	0
%		0.2	1.3	18.6	54.0	23.7	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	23.6	24.5	27.8	31.0	32.1

10 mph Pace Speed	22.7 - 32.7	**Average**	27.7 mph
Number in pace	4885 (87.8 %)	**Minimum**	9.5 mph
		Maximum	50.3 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.1 %	0.0 %	0.0 %
Count	3	0	0

City of Oregon City Traffic Study

320 Warner Milne Rd
Oregon City, OR 97045

Washington St :
At 1215 Washin :
NB Only :

Date: 1/8/2010
Friday

Daily Speed (60 Min.)
Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	21	0	0	7	9	3	2	0	0	0	0	0	0	0
1:00 AM	17	0	0	4	9	3	1	0	0	0	0	0	0	0
2:00 AM	15	0	0	1	9	2	3	0	0	0	0	0	0	0
3:00 AM	16	0	1	2	8	4	1	0	0	0	0	0	0	0
4:00 AM	49	0	1	1	20	21	6	0	0	0	0	0	0	0
5:00 AM	145	1	1	16	66	53	8	0	0	0	0	0	0	0
6:00 AM	299	0	1	13	158	111	14	2	0	0	0	0	0	0
7:00 AM	427	1	0	42	233	135	14	2	0	0	0	0	0	0
8:00 AM	307	0	1	63	163	76	4	0	0	0	0	0	0	0
9:00 AM	270	0	5	49	147	61	7	1	0	0	0	0	0	0
10:00 AM	317	0	6	61	175	70	5	0	0	0	0	0	0	0
11:00 AM	318	0	4	72	172	67	3	0	0	0	0	0	0	0
12:00 PM	361	2	14	53	196	85	10	1	0	0	0	0	0	0
1:00 PM	400	0	7	96	216	73	8	0	0	0	0	0	0	0
2:00 PM	368	0	1	81	203	80	3	0	0	0	0	0	0	0
3:00 PM	430	1	7	107	210	94	11	0	0	0	0	0	0	0
4:00 PM	390	1	4	102	221	56	6	0	0	0	0	0	0	0
5:00 PM	396	0	2	101	225	66	2	0	0	0	0	0	0	0
6:00 PM	272	0	0	35	154	77	6	0	0	0	0	0	0	0
7:00 PM	174	0	1	36	90	43	3	1	0	0	0	0	0	0
8:00 PM	143	0	3	32	68	35	5	0	0	0	0	0	0	0
9:00 PM	156	0	3	27	83	38	5	0	0	0	0	0	0	0
10:00 PM	79	0	0	9	49	17	4	0	0	0	0	0	0	0
11:00 PM	53	0	0	8	31	12	1	0	1	0	0	0	0	0
Total	5423	6	62	1018	2915	1282	132	7	1	0	0	0	0	0
%		0.1	1.1	18.8	53.8	23.6	2.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	23.6	24.2	27.8	31.0	32.1

10 mph Pace Speed	22.7 - 32.7	**Average**	27.7 mph
Number in pace	4761 (87.8 %)	**Minimum**	11.4 mph
		Maximum	46.5 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.0 %	0.0 %	0.0 %
Count	1	0	0

City of Oregon City Traffic Study

320 Warner Milne Rd
Oregon City, OR 97045

Washington St :
At 1215 Washin :
NB Only :

Date: 1/9/2010
Saturday

Daily Speed (60 Min.)
Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	34	0	0	5	25	4	0	0	0	0	0	0	0	0
1:00 AM	18	1	1	2	8	4	1	1	0	0	0	0	0	0
2:00 AM	17	0	1	3	8	4	1	0	0	0	0	0	0	0
3:00 AM	9	0	0	1	3	5	0	0	0	0	0	0	0	0
4:00 AM	24	0	0	1	11	9	3	0	0	0	0	0	0	0
5:00 AM	38	1	1	6	15	14	1	0	0	0	0	0	0	0
6:00 AM	94	0	1	11	49	28	5	0	0	0	0	0	0	0
7:00 AM	115	0	1	14	55	36	9	0	0	0	0	0	0	0
8:00 AM	180	0	1	20	90	57	11	1	0	0	0	0	0	0
9:00 AM	273	0	2	44	142	75	10	0	0	0	0	0	0	0
10:00 AM	353	1	3	61	180	96	12	0	0	0	0	0	0	0
11:00 AM	355	0	1	39	202	104	9	0	0	0	0	0	0	0
12:00 PM	354	0	0	69	186	86	11	1	1	0	0	0	0	0
1:00 PM	352	0	2	47	193	104	6	0	0	0	0	0	0	0
2:00 PM	376	0	5	65	204	90	11	1	0	0	0	0	0	0
3:00 PM	329	0	0	42	173	101	13	0	0	0	0	0	0	0
4:00 PM	315	0	2	57	173	74	9	0	0	0	0	0	0	0
5:00 PM	243	0	1	44	129	64	5	0	0	0	0	0	0	0
6:00 PM	220	0	3	29	124	62	2	0	0	0	0	0	0	0
7:00 PM	152	0	2	26	81	37	5	1	0	0	0	0	0	0
8:00 PM	141	0	2	30	77	28	4	0	0	0	0	0	0	0
9:00 PM	130	0	2	28	65	28	5	1	0	1	0	0	0	0
10:00 PM	89	0	1	19	45	23	1	0	0	0	0	0	0	0
11:00 PM	81	1	1	7	42	25	5	0	0	0	0	0	0	0
Total	4292	4	33	670	2280	1158	139	6	1	1	0	0	0	0
%		0.1	0.8	15.6	53.1	27.0	3.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds (mph)	10.0%	15.0%	50.0%	85.0%	90.0%
	23.9	24.8	28.2	31.6	32.7

10 mph Pace Speed 23.3 - 33.3
Number in pace 3730 (86.9 %)

Average 28.2 mph
Minimum 11.1 mph
Maximum 50.3 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.0 %	0.0 %	0.0 %
Count	2	0	0

City of Oregon City Traffic Study

320 Warner Milne Rd
Oregon City, OR 97045

Washington St :
At 1215 Washin :
NB Only :

Date: 1/10/2010
Sunday

Daily Speed (60 Min.)
Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	31	0	1	6	20	3	1	0	0	0	0	0	0	0
1:00 AM	17	0	0	1	9	5	1	1	0	0	0	0	0	0
2:00 AM	19	0	2	2	11	3	0	0	1	0	0	0	0	0
3:00 AM	8	0	0	1	5	1	1	0	0	0	0	0	0	0
4:00 AM	12	0	0	3	5	2	2	0	0	0	0	0	0	0
5:00 AM	25	0	0	0	11	9	4	1	0	0	0	0	0	0
6:00 AM	61	0	0	3	26	28	4	0	0	0	0	0	0	0
7:00 AM	65	0	2	7	29	21	5	1	0	0	0	0	0	0
8:00 AM	101	0	0	9	41	46	5	0	0	0	0	0	0	0
9:00 AM	209	0	1	19	84	97	8	0	0	0	0	0	0	0
10:00 AM	222	1	1	18	108	82	12	0	0	0	0	0	0	0
11:00 AM	274	0	2	53	137	71	10	1	0	0	0	0	0	0
12:00 PM	377	0	4	66	198	96	13	0	0	0	0	0	0	0
1:00 PM	335	0	1	38	172	107	15	1	1	0	0	0	0	0
2:00 PM	272	1	1	33	137	86	13	1	0	0	0	0	0	0
3:00 PM	267	0	1	40	151	71	4	0	0	0	0	0	0	0
4:00 PM	228	0	2	35	126	60	5	0	0	0	0	0	0	0
5:00 PM	200	0	2	38	112	45	3	0	0	0	0	0	0	0
6:00 PM	173	0	1	38	91	35	8	0	0	0	0	0	0	0
7:00 PM	126	1	1	30	59	33	2	0	0	0	0	0	0	0
8:00 PM	109	0	1	13	54	33	7	1	0	0	0	0	0	0
9:00 PM	90	0	0	11	48	24	6	1	0	0	0	0	0	0
10:00 PM	41	0	1	6	21	12	1	0	0	0	0	0	0	0
11:00 PM	31	1	0	6	14	8	2	0	0	0	0	0	0	0
Total	3293	4	24	476	1669	978	132	8	2	0	0	0	0	0
%		0.1	0.7	14.5	50.7	29.7	4.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	24.2	24.8	28.2	32.1	33.2

10 mph Pace Speed 23.3 - 33.3
Number in pace 2843 (86.3 %)

Average 28.5 mph
Minimum 11.1 mph
Maximum 49.0 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.1 %	0.0 %	0.0 %
Count	2	0	0

City of Oregon City Traffic Study

320 Warner Milne Rd
Oregon City, OR 97045

Washington St :
At 1215 Washin :
NB Only :

Date: 1/11/2010
Monday

Daily Speed (60 Min.)
Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	21	0	0	4	12	3	2	0	0	0	0	0	0	0
1:00 AM	14	0	2	3	4	5	0	0	0	0	0	0	0	0
2:00 AM	10	0	0	0	7	0	3	0	0	0	0	0	0	0
3:00 AM	12	0	0	1	6	4	1	0	0	0	0	0	0	0
4:00 AM	51	0	0	3	28	15	4	1	0	0	0	0	0	0
5:00 AM	120	1	0	5	45	63	6	0	0	0	0	0	0	0
6:00 AM	329	0	0	21	172	124	11	1	0	0	0	0	0	0
7:00 AM	446	1	5	65	240	124	11	0	0	0	0	0	0	0
8:00 AM	339	0	6	44	195	85	7	2	0	0	0	0	0	0
9:00 AM	316	1	12	58	153	79	12	1	0	0	0	0	0	0
10:00 AM	304	1	3	46	184	64	4	2	0	0	0	0	0	0
11:00 AM	349	2	5	60	218	61	3	0	0	0	0	0	0	0
12:00 PM	377	0	4	91	191	88	3	0	0	0	0	0	0	0
1:00 PM	348	0	4	76	194	66	8	0	0	0	0	0	0	0
2:00 PM	383	2	2	66	241	66	5	1	0	0	0	0	0	0
3:00 PM	440	0	3	88	252	89	8	0	0	0	0	0	0	0
4:00 PM	421	1	9	70	248	89	4	0	0	0	0	0	0	0
5:00 PM	444	2	7	103	262	61	9	0	0	0	0	0	0	0
6:00 PM	282	0	6	55	147	63	9	1	1	0	0	0	0	0
7:00 PM	169	0	1	31	89	44	4	0	0	0	0	0	0	0
8:00 PM	174	0	2	36	98	28	8	2	0	0	0	0	0	0
9:00 PM	101	0	2	12	51	34	2	0	0	0	0	0	0	0
10:00 PM	49	0	0	6	22	18	2	1	0	0	0	0	0	0
11:00 PM	39	0	0	7	19	11	1	0	0	0	1	0	0	0
Total	5538	11	73	951	3078	1284	127	12	1	0	1	0	0	0
%		0.2	1.3	17.2	55.6	23.2	2.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	23.6	24.5	27.8	31.0	32.1

10 mph Pace Speed	22.7 - 32.7	**Average**	27.8 mph
Number in pace	4870 (87.9 %)	**Minimum**	8.5 mph
		Maximum	56.4 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.0 %	0.0 %	0.0 %
Count	2	1	0

City of Oregon City Traffic Study

320 Warner Milne Rd
Oregon City, OR 97045

Washington St :
At 1215 Washin :
NB Only :

Date: 1/12/2010
Tuesday

Daily Speed (60 Min.)
Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	23	0	0	9	9	4	1	0	0	0	0	0	0	0
1:00 AM	15	0	1	4	6	3	0	0	1	0	0	0	0	0
2:00 AM	17	0	1	2	9	3	2	0	0	0	0	0	0	0
3:00 AM	13	0	0	3	6	4	0	0	0	0	0	0	0	0
4:00 AM	46	0	0	4	18	21	3	0	0	0	0	0	0	0
5:00 AM	132	1	1	12	58	49	10	1	0	0	0	0	0	0
6:00 AM	348	0	1	19	192	128	8	0	0	0	0	0	0	0
7:00 AM	467	0	6	52	282	125	2	0	0	0	0	0	0	0
8:00 AM	347	0	1	53	191	94	8	0	0	0	0	0	0	0
9:00 AM	316	0	6	50	182	75	3	0	0	0	0	0	0	0
10:00 AM	282	1	5	34	158	76	7	1	0	0	0	0	0	0
11:00 AM	362	0	8	91	190	67	6	0	0	0	0	0	0	0
12:00 PM	366	0	5	94	199	63	5	0	0	0	0	0	0	0
1:00 PM	366	0	7	84	196	72	7	0	0	0	0	0	0	0
2:00 PM	337	0	4	66	182	78	5	2	0	0	0	0	0	0
3:00 PM	434	0	7	86	241	94	6	0	0	0	0	0	0	0
4:00 PM	403	4	7	97	221	69	5	0	0	0	0	0	0	0
5:00 PM	436	1	15	63	278	74	5	0	0	0	0	0	0	0
6:00 PM	265	0	3	45	147	65	5	0	0	0	0	0	0	0
7:00 PM	165	0	2	28	78	51	6	0	0	0	0	0	0	0
8:00 PM	130	1	4	20	60	36	9	0	0	0	0	0	0	0
9:00 PM	100	0	1	18	50	27	2	2	0	0	0	0	0	0
10:00 PM	53	0	2	5	31	12	3	0	0	0	0	0	0	0
11:00 PM	38	0	0	6	17	13	2	0	0	0	0	0	0	0
Total	5461	8	87	945	3001	1303	110	6	1	0	0	0	0	0
%		0.1	1.6	17.3	55.0	23.9	2.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	23.6	24.5	27.8	31.0	32.1

10 mph Pace Speed	22.7 - 32.7	**Average**	27.8 mph
Number in pace	4814 (88.2 %)	**Minimum**	10.8 mph
		Maximum	46.5 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.0 %	0.0 %	0.0 %
Count	1	0	0

City of Oregon City Traffic Study

320 Warner Milne Rd
Oregon City, OR 97045

Washington St :
At 1215 Washin :
NB Only :

Date: 1/13/2010
Wednesday

Daily Speed (60 Min.)
Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	18	0	0	4	9	5	0	0	0	0	0	0	0	0
1:00 AM	16	0	1	1	7	6	1	0	0	0	0	0	0	0
2:00 AM	12	0	0	2	4	5	1	0	0	0	0	0	0	0
3:00 AM	13	0	0	0	6	6	1	0	0	0	0	0	0	0
4:00 AM	49	0	0	3	21	18	7	0	0	0	0	0	0	0
5:00 AM	143	1	1	14	60	59	7	1	0	0	0	0	0	0
6:00 AM	340	0	2	25	208	99	5	1	0	0	0	0	0	0
7:00 AM	438	0	1	57	245	128	7	0	0	0	0	0	0	0
8:00 AM	355	1	0	45	196	106	7	0	0	0	0	0	0	0
9:00 AM	311	2	3	67	160	74	5	0	0	0	0	0	0	0
10:00 AM	293	0	1	84	150	53	5	0	0	0	0	0	0	0
11:00 AM	358	0	10	89	189	65	4	1	0	0	0	0	0	0
12:00 PM	344	0	7	56	184	90	7	0	0	0	0	0	0	0
1:00 PM	360	0	5	74	204	68	9	0	0	0	0	0	0	0
2:00 PM	353	2	2	66	206	67	10	0	0	0	0	0	0	0
3:00 PM	408	1	1	106	212	84	4	0	0	0	0	0	0	0
4:00 PM	400	0	9	61	235	90	5	0	0	0	0	0	0	0
5:00 PM	421	1	2	92	252	69	5	0	0	0	0	0	0	0
6:00 PM	281	0	5	51	153	70	2	0	0	0	0	0	0	0
7:00 PM	198	0	7	39	100	50	0	1	1	0	0	0	0	0
8:00 PM	189	0	4	33	106	40	5	1	0	0	0	0	0	0
9:00 PM	132	0	0	34	75	22	1	0	0	0	0	0	0	0
10:00 PM	58	0	2	6	32	16	2	0	0	0	0	0	0	0
11:00 PM	34	0	3	8	15	6	2	0	0	0	0	0	0	0
Total	5524	8	66	1017	3029	1296	102	5	1	0	0	0	0	0
%		0.1	1.2	18.4	54.8	23.5	1.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	23.6	24.5	27.8	31.0	32.1

10 mph Pace Speed	22.7 - 32.7	**Average**	27.7 mph
Number in pace	4873 (88.2 %)	**Minimum**	7.7 mph
		Maximum	46.5 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.0 %	0.0 %	0.0 %
Count	1	0	0

City of Oregon City Traffic Study

625 Center Street
Oregon City, OR 97045

Washington St :
1215 Washingt :
SB Only :

Date: 1/7/2010
Thursday

Daily Speed (60 Min.)
Channel: SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	42	0	1	6	28	6	1	0	0	0	0	0	0	0
1:00 AM	26	0	0	6	12	7	1	0	0	0	0	0	0	0
2:00 AM	25	0	0	5	9	11	0	0	0	0	0	0	0	0
3:00 AM	12	0	0	3	6	3	0	0	0	0	0	0	0	0
4:00 AM	17	0	0	0	8	7	1	1	0	0	0	0	0	0
5:00 AM	39	1	0	6	18	13	1	0	0	0	0	0	0	0
6:00 AM	121	0	0	16	66	31	6	2	0	0	0	0	0	0
7:00 AM	332	1	2	77	185	60	7	0	0	0	0	0	0	0
8:00 AM	318	0	2	54	173	83	5	0	1	0	0	0	0	0
9:00 AM	298	3	4	47	165	72	7	0	0	0	0	0	0	0
10:00 AM	322	0	6	62	178	66	9	1	0	0	0	0	0	0
11:00 AM	355	1	10	63	197	78	6	0	0	0	0	0	0	0
12:00 PM	385	0	7	77	213	79	7	2	0	0	0	0	0	0
1:00 PM	433	2	2	104	234	83	8	0	0	0	0	0	0	0
2:00 PM	478	0	8	125	242	94	9	0	0	0	0	0	0	0
3:00 PM	525	1	7	134	274	104	5	0	0	0	0	0	0	0
4:00 PM	590	0	10	153	341	77	8	1	0	0	0	0	0	0
5:00 PM	553	4	13	178	294	59	5	0	0	0	0	0	0	0
6:00 PM	445	0	6	100	254	82	3	0	0	0	0	0	0	0
7:00 PM	284	0	3	64	169	44	4	0	0	0	0	0	0	0
8:00 PM	188	0	0	27	107	50	4	0	0	0	0	0	0	0
9:00 PM	178	0	1	26	104	43	4	0	0	0	0	0	0	0
10:00 PM	115	0	0	13	66	33	3	0	0	0	0	0	0	0
11:00 PM	52	0	1	8	25	18	0	0	0	0	0	0	0	0
Total	6133	13	83	1354	3368	1203	104	7	1	0	0	0	0	0
%		0.2	1.4	22.1	54.9	19.6	1.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	23.3	23.9	27.4	30.5	31.6

10 mph Pace Speed	22.2 - 32.2	**Average**	27.3 mph
Number in pace	5429 (88.5 %)	**Minimum**	5.3 mph
		Maximum	46.5 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.0 %	0.0 %	0.0 %
Count	1	0	0

City of Oregon City Traffic Study

625 Center Street
Oregon City, OR 97045

Washington St :
1215 Washingt :
SB Only :

Date: 1/8/2010
Friday

Daily Speed (60 Min.)
Channel: SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	42	0	0	2	23	17	0	0	0	0	0	0	0	0
1:00 AM	26	0	2	2	14	7	0	1	0	0	0	0	0	0
2:00 AM	21	0	0	1	14	4	2	0	0	0	0	0	0	0
3:00 AM	21	0	0	2	11	4	3	1	0	0	0	0	0	0
4:00 AM	18	0	0	1	12	5	0	0	0	0	0	0	0	0
5:00 AM	38	0	0	8	16	14	0	0	0	0	0	0	0	0
6:00 AM	90	0	0	10	51	26	3	0	0	0	0	0	0	0
7:00 AM	273	0	1	59	156	53	4	0	0	0	0	0	0	0
8:00 AM	299	3	1	82	147	58	8	0	0	0	0	0	0	0
9:00 AM	260	0	1	59	131	66	3	0	0	0	0	0	0	0
10:00 AM	339	0	5	81	197	47	9	0	0	0	0	0	0	0
11:00 AM	354	0	3	101	187	54	9	0	0	0	0	0	0	0
12:00 PM	402	1	6	75	208	105	7	0	0	0	0	0	0	0
1:00 PM	426	0	7	102	227	81	9	0	0	0	0	0	0	0
2:00 PM	421	1	3	101	236	75	5	0	0	0	0	0	0	0
3:00 PM	536	1	15	130	300	88	2	0	0	0	0	0	0	0
4:00 PM	547	8	15	145	309	67	3	0	0	0	0	0	0	0
5:00 PM	588	0	18	191	304	71	3	1	0	0	0	0	0	0
6:00 PM	397	0	8	117	200	70	2	0	0	0	0	0	0	0
7:00 PM	286	1	2	39	164	72	8	0	0	0	0	0	0	0
8:00 PM	208	0	4	41	105	54	4	0	0	0	0	0	0	0
9:00 PM	169	0	1	29	98	38	3	0	0	0	0	0	0	0
10:00 PM	148	0	0	19	76	46	5	2	0	0	0	0	0	0
11:00 PM	96	0	0	17	47	27	4	1	0	0	0	0	0	0
Total	6005	15	92	1414	3233	1149	96	6	0	0	0	0	0	0
%		0.2	1.5	23.5	53.8	19.1	1.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	23.0	23.9	27.0	30.5	31.6

10 mph Pace Speed	22.2 - 32.2	**Average**	27.1 mph
Number in pace	5251 (87.4 %)	**Minimum**	6.1 mph
		Maximum	44.3 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.0 %	0.0 %	0.0 %
Count	0	0	0

City of Oregon City Traffic Study

625 Center Street
Oregon City, OR 97045

Washington St :
1215 Washingt :
SB Only :

Date: 1/9/2010
Saturday

Daily Speed (60 Min.)
Channel: SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	68	0	1	4	45	14	4	0	0	0	0	0	0	0
1:00 AM	45	0	0	10	23	11	1	0	0	0	0	0	0	0
2:00 AM	34	0	1	5	13	13	2	0	0	0	0	0	0	0
3:00 AM	17	0	0	1	13	3	0	0	0	0	0	0	0	0
4:00 AM	11	0	0	1	7	2	1	0	0	0	0	0	0	0
5:00 AM	32	0	4	13	9	6	0	0	0	0	0	0	0	0
6:00 AM	137	1	9	64	51	11	1	0	0	0	0	0	0	0
7:00 AM	67	0	1	15	27	21	2	1	0	0	0	0	0	0
8:00 AM	128	0	0	19	70	37	2	0	0	0	0	0	0	0
9:00 AM	207	0	2	35	103	59	7	1	0	0	0	0	0	0
10:00 AM	288	0	0	53	157	75	3	0	0	0	0	0	0	0
11:00 AM	360	0	6	57	197	87	12	1	0	0	0	0	0	0
12:00 PM	390	0	3	76	212	91	8	0	0	0	0	0	0	0
1:00 PM	426	0	3	75	232	111	5	0	0	0	0	0	0	0
2:00 PM	402	1	3	66	222	104	6	0	0	0	0	0	0	0
3:00 PM	402	2	7	92	212	84	5	0	0	0	0	0	0	0
4:00 PM	427	1	4	75	248	93	6	0	0	0	0	0	0	0
5:00 PM	420	0	6	90	258	60	6	0	0	0	0	0	0	0
6:00 PM	293	0	3	59	167	55	8	1	0	0	0	0	0	0
7:00 PM	238	0	0	51	130	54	3	0	0	0	0	0	0	0
8:00 PM	205	0	0	30	117	55	3	0	0	0	0	0	0	0
9:00 PM	135	0	0	20	75	38	2	0	0	0	0	0	0	0
10:00 PM	129	0	2	17	75	34	1	0	0	0	0	0	0	0
11:00 PM	91	1	2	13	45	25	3	2	0	0	0	0	0	0
Total	4952	6	57	941	2708	1143	91	6	0	0	0	0	0	0
%		0.1	1.2	19.0	54.7	23.1	1.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	23.3	24.2	27.8	31.0	31.6

10 mph Pace Speed	22.7 - 32.7	**Average**	27.6 mph
Number in pace	4351 (87.9 %)	**Minimum**	8.2 mph
		Maximum	44.3 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.0 %	0.0 %	0.0 %
Count	0	0	0

City of Oregon City Traffic Study

625 Center Street
Oregon City, OR 97045

Washington St :
1215 Washingt :
SB Only :

Date: 1/10/2010
Sunday

Daily Speed (60 Min.)
Channel: SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	73	0	2	10	39	21	1	0	0	0	0	0	0	0
1:00 AM	50	0	0	7	32	9	2	0	0	0	0	0	0	0
2:00 AM	32	0	0	4	21	7	0	0	0	0	0	0	0	0
3:00 AM	18	0	0	2	12	3	0	0	0	1	0	0	0	0
4:00 AM	18	0	1	0	10	5	1	1	0	0	0	0	0	0
5:00 AM	15	0	0	3	8	3	0	1	0	0	0	0	0	0
6:00 AM	23	0	0	2	15	3	3	0	0	0	0	0	0	0
7:00 AM	52	0	0	3	28	18	2	1	0	0	0	0	0	0
8:00 AM	119	0	1	19	55	36	7	0	1	0	0	0	0	0
9:00 AM	235	0	3	31	112	82	7	0	0	0	0	0	0	0
10:00 AM	306	0	0	39	182	75	9	1	0	0	0	0	0	0
11:00 AM	212	1	1	41	96	63	10	0	0	0	0	0	0	0
12:00 PM	278	0	0	36	151	83	8	0	0	0	0	0	0	0
1:00 PM	316	0	3	42	176	86	9	0	0	0	0	0	0	0
2:00 PM	321	0	2	26	176	105	11	0	0	0	1	0	0	0
3:00 PM	335	0	4	47	173	103	6	2	0	0	0	0	0	0
4:00 PM	339	0	8	55	179	86	11	0	0	0	0	0	0	0
5:00 PM	343	0	3	60	196	81	3	0	0	0	0	0	0	0
6:00 PM	264	0	5	42	154	58	5	0	0	0	0	0	0	0
7:00 PM	168	0	2	16	112	35	2	1	0	0	0	0	0	0
8:00 PM	138	1	3	21	80	27	6	0	0	0	0	0	0	0
9:00 PM	128	0	3	20	68	35	2	0	0	0	0	0	0	0
10:00 PM	75	0	0	12	35	24	2	0	2	0	0	0	0	0
11:00 PM	40	0	0	9	20	8	1	2	0	0	0	0	0	0
Total	3898	2	41	547	2130	1056	108	9	3	1	1	0	0	0
%		0.1	1.1	14.0	54.6	27.1	2.8	0.2	0.1	0.0	0.0	0.0	0.0	0.0

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	24.2	24.8	28.2	31.6	32.7

10 mph Pace Speed	23.3 - 33.3	**Average**	28.3 mph
Number in pace	3462 (88.8 %)	**Minimum**	14.8 mph
		Maximum	56.4 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.1 %	0.0 %	0.0 %
Count	5	1	0

City of Oregon City Traffic Study

625 Center Street
Oregon City, OR 97045

Washington St :
1215 Washingt :
SB Only :

Date: 1/11/2010
Monday

Daily Speed (60 Min.)
Channel: SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	30	0	0	2	19	8	0	0	1	0	0	0	0	0
1:00 AM	14	0	1	1	6	6	0	0	0	0	0	0	0	0
2:00 AM	12	0	0	3	5	2	2	0	0	0	0	0	0	0
3:00 AM	10	0	0	3	5	2	0	0	0	0	0	0	0	0
4:00 AM	16	0	0	3	10	3	0	0	0	0	0	0	0	0
5:00 AM	42	0	1	7	14	18	2	0	0	0	0	0	0	0
6:00 AM	120	0	0	15	71	30	4	0	0	0	0	0	0	0
7:00 AM	317	0	1	65	188	62	1	0	0	0	0	0	0	0
8:00 AM	297	0	0	58	169	66	4	0	0	0	0	0	0	0
9:00 AM	301	1	12	79	148	56	5	0	0	0	0	0	0	0
10:00 AM	356	3	6	89	184	70	4	0	0	0	0	0	0	0
11:00 AM	350	0	7	82	184	71	6	0	0	0	0	0	0	0
12:00 PM	400	1	9	82	226	79	3	0	0	0	0	0	0	0
1:00 PM	410	0	5	86	228	86	5	0	0	0	0	0	0	0
2:00 PM	440	2	9	96	247	80	6	0	0	0	0	0	0	0
3:00 PM	534	0	6	102	308	109	8	1	0	0	0	0	0	0
4:00 PM	573	0	12	94	347	114	6	0	0	0	0	0	0	0
5:00 PM	594	0	13	140	347	90	4	0	0	0	0	0	0	0
6:00 PM	425	0	12	104	253	55	1	0	0	0	0	0	0	0
7:00 PM	239	0	3	39	135	59	3	0	0	0	0	0	0	0
8:00 PM	189	0	0	20	110	55	3	0	1	0	0	0	0	0
9:00 PM	154	0	1	18	93	39	3	0	0	0	0	0	0	0
10:00 PM	84	0	0	8	48	24	3	0	1	0	0	0	0	0
11:00 PM	66	0	0	9	38	16	3	0	0	0	0	0	0	0
Total	5973	7	98	1205	3383	1200	76	1	3	0	0	0	0	0
%		0.1	1.6	20.2	56.6	20.1	1.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	23.3	24.2	27.4	30.5	31.6

10 mph Pace Speed	22.7 - 32.7	**Average**	27.3 mph
Number in pace	5302 (88.8 %)	**Minimum**	7.8 mph
		Maximum	49.0 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.1 %	0.0 %	0.0 %
Count	3	0	0

City of Oregon City Traffic Study

625 Center Street
Oregon City, OR 97045

Washington St :
1215 Washingt :
SB Only :

Date: 1/12/2010
Tuesday

Daily Speed (60 Min.)
Channel: SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	32	0	1	3	16	12	0	0	0	0	0	0	0	0
1:00 AM	16	0	0	5	6	5	0	0	0	0	0	0	0	0
2:00 AM	17	0	0	4	7	5	1	0	0	0	0	0	0	0
3:00 AM	13	0	1	2	5	4	1	0	0	0	0	0	0	0
4:00 AM	14	0	0	4	8	2	0	0	0	0	0	0	0	0
5:00 AM	38	0	1	9	18	8	1	1	0	0	0	0	0	0
6:00 AM	128	1	0	20	73	30	4	0	0	0	0	0	0	0
7:00 AM	297	0	1	73	163	57	3	0	0	0	0	0	0	0
8:00 AM	350	0	0	70	196	81	3	0	0	0	0	0	0	0
9:00 AM	312	1	6	58	185	55	5	2	0	0	0	0	0	0
10:00 AM	312	0	6	74	176	52	4	0	0	0	0	0	0	0
11:00 AM	318	0	2	82	166	61	7	0	0	0	0	0	0	0
12:00 PM	436	0	15	103	249	65	4	0	0	0	0	0	0	0
1:00 PM	420	0	4	97	231	84	4	0	0	0	0	0	0	0
2:00 PM	425	0	3	122	216	75	9	0	0	0	0	0	0	0
3:00 PM	510	6	16	124	268	92	4	0	0	0	0	0	0	0
4:00 PM	602	7	8	178	329	78	2	0	0	0	0	0	0	0
5:00 PM	587	1	10	198	314	60	4	0	0	0	0	0	0	0
6:00 PM	374	1	6	77	223	65	2	0	0	0	0	0	0	0
7:00 PM	226	1	1	35	135	46	8	0	0	0	0	0	0	0
8:00 PM	196	0	3	28	96	63	5	1	0	0	0	0	0	0
9:00 PM	177	0	2	15	109	42	6	3	0	0	0	0	0	0
10:00 PM	88	0	1	12	43	25	7	0	0	0	0	0	0	0
11:00 PM	60	0	0	10	30	18	2	0	0	0	0	0	0	0
Total	5948	18	87	1403	3262	1085	86	7	0	0	0	0	0	0
%		0.3	1.5	23.6	54.8	18.2	1.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	23.0	23.9	27.0	30.5	31.6

10 mph Pace Speed 22.2 - 32.2
Number in pace 5276 (88.7 %)

Average 27.1 mph
Minimum 7.6 mph
Maximum 44.3 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.0 %	0.0 %	0.0 %
Count	0	0	0

City of Oregon City Traffic Study

625 Center Street
Oregon City, OR 97045

Washington St :
1215 Washingt :
SB Only :

Date: 1/13/2010
Wednesday

Daily Speed (60 Min.)
Channel: SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	40	0	0	5	21	13	1	0	0	0	0	0	0	0
1:00 AM	14	0	0	1	8	4	1	0	0	0	0	0	0	0
2:00 AM	17	0	1	3	7	5	1	0	0	0	0	0	0	0
3:00 AM	14	0	0	2	7	5	0	0	0	0	0	0	0	0
4:00 AM	19	0	1	4	10	4	0	0	0	0	0	0	0	0
5:00 AM	36	0	0	6	22	7	1	0	0	0	0	0	0	0
6:00 AM	126	0	2	21	69	31	1	1	1	0	0	0	0	0
7:00 AM	294	5	2	84	138	57	8	0	0	0	0	0	0	0
8:00 AM	344	0	9	75	182	74	3	1	0	0	0	0	0	0
9:00 AM	316	1	8	70	167	64	6	0	0	0	0	0	0	0
10:00 AM	293	1	6	84	140	60	2	0	0	0	0	0	0	0
11:00 AM	355	0	3	76	203	70	3	0	0	0	0	0	0	0
12:00 PM	407	0	8	99	221	75	4	0	0	0	0	0	0	0
1:00 PM	388	0	5	73	232	75	3	0	0	0	0	0	0	0
2:00 PM	435	5	4	88	243	89	6	0	0	0	0	0	0	0
3:00 PM	470	0	10	100	252	100	8	0	0	0	0	0	0	0
4:00 PM	586	0	4	138	351	89	4	0	0	0	0	0	0	0
5:00 PM	653	0	5	171	383	90	4	0	0	0	0	0	0	0
6:00 PM	464	0	7	126	271	55	5	0	0	0	0	0	0	0
7:00 PM	256	0	4	49	147	54	2	0	0	0	0	0	0	0
8:00 PM	183	0	3	36	86	51	7	0	0	0	0	0	0	0
9:00 PM	162	1	4	38	91	24	4	0	0	0	0	0	0	0
10:00 PM	94	0	2	9	47	35	1	0	0	0	0	0	0	0
11:00 PM	49	0	0	3	32	12	1	1	0	0	0	0	0	0
Total	6015	13	88	1361	3330	1143	76	3	1	0	0	0	0	0
%		0.2	1.5	22.6	55.4	19.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds	10.0%	15.0%	50.0%	85.0%	90.0%
(mph)	23.0	23.9	27.0	30.5	31.6

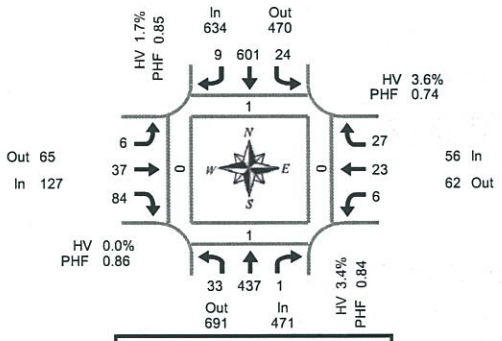
10 mph Pace Speed 22.2 - 32.2
Number in pace 5334 (88.7 %)

Average 27.1 mph
Minimum 11.1 mph
Maximum 45.4 mph

Speeds Exceeded	45 mph	55 mph	65 mph
	0.0 %	0.0 %	0.0 %
Count	1	0	0

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:35 PM to 5:35 PM

Washington St & 12th St

Thursday, January 07, 2010
4:00 PM to 6:00 PM

5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Washington St				Southbound Washington St				Eastbound 12th St				Westbound 12th St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	4	23	0	0	3	46	1	0	0	4	5	0	0	1	6	0	93	0	0	0	3
4:05 PM	3	33	0	0	4	51	2	0	2	3	5	0	0	3	4	0	110	0	0	0	0
4:10 PM	1	36	0	0	2	45	0	0	2	2	5	0	2	2	5	0	102	1	0	0	0
4:15 PM	6	36	0	0	4	56	1	0	0	2	2	0	0	1	4	0	112	0	0	0	0
4:20 PM	2	38	1	0	0	40	1	0	0	2	4	0	0	4	7	0	99	0	0	0	0
4:25 PM	2	27	1	0	0	39	1	0	0	1	5	0	0	4	2	0	82	0	0	1	1
4:30 PM	4	36	0	0	1	48	1	0	0	2	6	0	0	4	1	0	103	1	0	0	1
4:35 PM	1	35	0	0	1	52	1	0	1	1	8	0	1	3	6	0	110	0	0	0	0
4:40 PM	2	37	0	0	2	40	1	0	1	4	3	0	0	2	2	0	94	0	0	0	0
4:45 PM	3	19	0	0	2	44	1	0	0	4	7	0	2	2	1	0	85	0	0	0	0
4:50 PM	6	41	0	0	2	48	2	0	0	3	4	0	0	0	0	0	106	0	0	0	0
4:55 PM	3	28	0	0	1	55	1	1	0	7	4	0	0	1	0	0	100	0	0	0	0
5:00 PM	3	48	0	0	1	50	0	0	0	0	7	0	0	3	3	0	115	0	0	0	0
5:05 PM	0	42	1	0	1	52	1	0	0	3	9	0	0	3	2	0	114	0	0	0	0
5:10 PM	5	40	0	0	0	41	0	0	0	6	10	0	1	2	3	0	108	0	1	0	0
5:15 PM	1	47	0	1	2	46	0	0	0	2	6	0	1	3	1	0	109	0	0	0	0
5:20 PM	1	46	0	0	4	52	1	0	1	0	8	0	0	1	4	0	118	0	0	0	0
5:25 PM	3	28	0	0	4	51	0	0	2	4	9	0	1	2	1	0	105	1	0	0	0
5:30 PM	5	26	0	0	4	70	1	0	1	3	9	0	0	1	4	0	124	0	0	0	0
5:35 PM	2	32	0	0	4	43	0	0	0	1	4	0	0	1	4	0	91	0	0	0	0
5:40 PM	4	27	1	0	2	48	2	0	1	1	11	0	0	2	2	0	101	0	0	0	0
5:45 PM	7	30	0	0	1	38	3	0	1	3	7	0	0	4	1	0	95	0	0	0	0
5:50 PM	2	22	0	0	3	37	0	0	0	4	6	0	0	1	5	0	80	0	0	0	1
5:55 PM	0	32	0	0	3	18	1	0	1	4	5	0	0	2	3	0	69	0	0	0	0
Total Survey	70	809	4	1	51	1,110	22	1	13	66	149	0	8	52	71	0	2,425	3	1	1	6

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Washington St				Southbound Washington St				Eastbound 12th St				Westbound 12th St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	8	92	0	0	9	142	3	0	4	9	15	0	2	6	15	0	305	1	0	0	3
4:15 PM	10	101	2	0	4	135	3	0	0	5	11	0	0	9	13	0	293	0	0	1	1
4:30 PM	7	108	0	0	4	140	3	0	2	7	17	0	1	9	9	0	307	1	0	0	1
4:45 PM	12	88	0	0	5	147	4	1	0	14	15	0	2	3	1	0	291	0	0	0	0
5:00 PM	8	130	1	0	2	143	1	0	0	9	26	0	1	8	8	0	337	0	1	0	0
5:15 PM	5	121	0	1	10	149	1	0	3	6	23	0	2	6	6	0	332	1	0	0	0
5:30 PM	11	85	1	0	10	161	3	0	2	5	24	0	0	4	10	0	316	0	0	0	0
5:45 PM	9	84	0	0	7	93	4	0	2	11	18	0	0	7	9	0	244	0	0	0	1
Total Survey	70	809	4	1	51	1,110	22	1	13	66	149	0	8	52	71	0	2,425	3	1	1	6

Peak Hour Summary
4:35 PM to 5:35 PM

By Approach	Northbound Washington St				Southbound Washington St				Eastbound 12th St				Westbound 12th St				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	471	691	1,162	1	634	470	1,104	1	127	65	192	0	56	62	118	0	1,288
%HV	3.4%				1.7%				0.0%				3.6%				2.3%
PHF	0.84				0.85				0.86				0.74				0.93

Pedestrians Crosswalk			
North	South	East	West
1	1	0	0

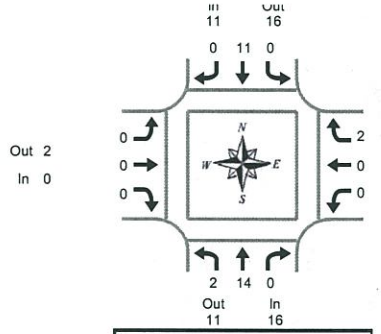
By Movement	Northbound Washington St				Southbound Washington St				Eastbound 12th St				Westbound 12th St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	33	437	1	471	24	601	9	634	6	37	84	127	6	23	27	56	1,288
%HV	6.1%	3.2%	0.0%	3.4%	0.0%	1.8%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.4%	3.6%	2.3%
PHF	0.69	0.82	0.25	0.84	0.50	0.87	0.56	0.85	0.38	0.66	0.81	0.86	0.50	0.72	0.75	0.74	0.93

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Washington St				Southbound Washington St				Eastbound 12th St				Westbound 12th St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	37	389	2	0	22	564	13	1	6	35	58	0	5	27	38	0	1,196	2	0	1	5
4:15 PM	37	427	3	0	15	565	11	1	2	35	69	0	4	29	31	0	1,228	1	1	1	2
4:30 PM	32	447	1	1	21	579	9	1	5	36	81	0	6	26	24	0	1,267	2	1	0	1
4:45 PM	36	424	2	1	27	600	9	1	5	34	88	0	5	21	25	0	1,276	1	1	0	0
5:00 PM	33	420	2	1	29	546	9	0	7	31	91	0	3	25	33	0	1,229	1	1	0	1

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:35 PM to 5:35 PM

Washington St & 12th St

Thursday, January 07, 2010
4:00 PM to 6:00 PM

Heavy Vehicle 5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Washington St				Southbound Washington St				Eastbound 12th St				Westbound 12th St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	2	0	2	0	2	0	2	0	0	1	1	0	0	0	0	5
4:05 PM	0	1	0	1	0	5	0	5	0	0	1	1	0	0	0	0	7
4:10 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
4:15 PM	0	2	0	2	0	2	0	2	0	0	0	0	0	0	0	0	4
4:20 PM	1	1	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
4:25 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
4:35 PM	0	2	0	2	0	2	0	2	0	0	0	0	0	0	0	0	4
4:40 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	3	0	3	0	1	0	1	0	0	0	0	0	0	0	0	4
4:55 PM	1	2	0	3	0	2	0	2	0	0	0	0	0	0	0	0	5
5:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:05 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
5:20 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
5:25 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	1	1	0	2	0	3	0	3	0	0	0	0	0	0	1	1	6
5:35 PM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
5:40 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	3	29	0	32	0	24	0	24	0	0	2	2	0	0	3	3	61

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Washington St				Southbound Washington St				Eastbound 12th St				Westbound 12th St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	5	0	5	0	7	0	7	0	0	2	2	0	0	1	1	15
4:15 PM	1	4	0	5	0	3	0	3	0	0	0	0	0	0	0	0	8
4:30 PM	0	4	0	4	0	4	0	4	0	0	0	0	0	0	0	0	8
4:45 PM	1	5	0	6	0	3	0	3	0	0	0	0	0	0	0	0	9
5:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	3	0	3	0	2	0	2	0	0	0	0	0	0	1	1	6
5:30 PM	1	5	0	6	0	4	0	4	0	0	0	0	0	0	1	1	11
5:45 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Survey	3	29	0	32	0	24	0	24	0	0	2	2	0	0	3	3	61

Heavy Vehicle Peak Hour Summary
4:35 PM to 5:35 PM

By Approach	Northbound Washington St			Southbound Washington St			Eastbound 12th St			Westbound 12th St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	16	11	27	11	16	27	0	2	2	2	0	2	29
PHF	0.57			0.92			0.00			0.25			0.73

By Movement	Northbound Washington St				Southbound Washington St				Eastbound 12th St				Westbound 12th St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	2	14	0	16	0	11	0	11	0	0	0	0	0	0	2	2	29
PHF	0.50	0.58	0.00	0.57	0.00	0.92	0.00	0.92	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.73

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Washington St				Southbound Washington St				Eastbound 12th St				Westbound 12th St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	2	18	0	20	0	17	0	17	0	0	2	2	0	0	1	1	40
4:15 PM	2	15	0	17	0	10	0	10	0	0	0	0	0	0	0	0	27
4:30 PM	1	14	0	15	0	9	0	9	0	0	0	0	0	0	1	1	25
4:45 PM	2	15	0	17	0	9	0	9	0	0	0	0	0	0	2	2	28
5:00 PM	1	11	0	12	0	7	0	7	0	0	0	0	0	0	2	2	21

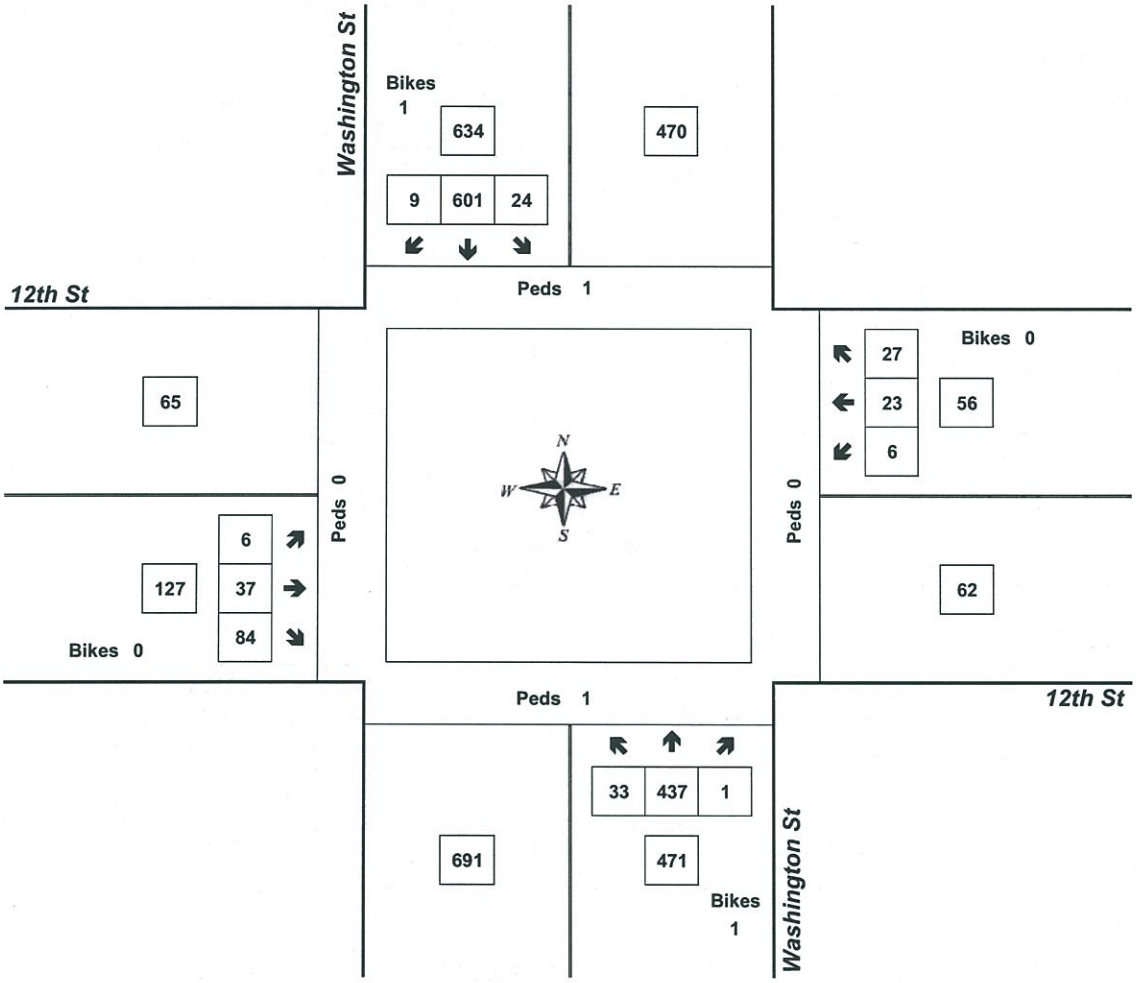
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

Washington St & 12th St

4:35 PM to 5:35 PM
Thursday, January 07, 2010



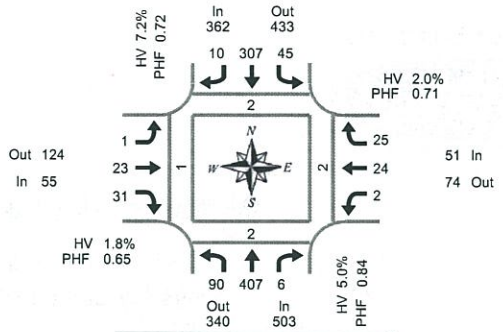
Approach	PHF	HV%	Volume
EB	0.86	0.0%	127
WB	0.74	3.6%	56
NB	0.84	3.4%	471
SB	0.85	1.7%	634
Intersection	0.93	2.3%	1,288

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740



Peak Hour Summary
7:20 AM to 8:20 AM

Washington St & 12th St

Thursday, January 07, 2010
7:00 AM to 9:00 AM

5-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Washington St				Southbound Washington St				Eastbound 12th St				Westbound 12th St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	1	34	1	0	3	13	2	0	0	0	1	0	0	3	0	0	58	0	0	0	0
7:05 AM	3	38	0	0	0	18	0	0	0	0	1	0	0	2	0	0	62	0	0	0	0
7:10 AM	6	20	0	0	1	19	1	0	1	0	1	0	1	4	0	0	54	0	0	0	0
7:15 AM	5	38	0	0	1	20	0	0	0	1	2	0	0	2	1	0	70	0	0	0	0
7:20 AM	7	39	0	0	3	19	1	0	0	2	1	0	0	0	6	0	78	0	0	0	0
7:25 AM	7	26	0	0	3	21	0	0	0	1	1	0	0	2	0	0	61	0	0	0	0
7:30 AM	5	28	0	0	2	24	2	0	0	3	0	0	0	3	1	0	68	1	0	0	0
7:35 AM	9	29	0	1	2	15	3	0	0	1	2	0	1	3	2	0	67	1	0	0	0
7:40 AM	16	45	1	0	5	15	0	0	0	1	5	0	0	4	1	0	93	0	0	0	0
7:45 AM	15	34	0	0	4	28	0	0	1	2	5	0	0	2	3	0	94	0	0	0	0
7:50 AM	5	31	0	0	2	36	1	0	0	4	0	0	0	5	3	0	87	0	0	1	0
7:55 AM	5	45	3	0	5	40	1	0	0	3	5	0	1	2	1	0	111	0	0	0	0
8:00 AM	4	39	1	0	4	35	1	0	0	3	5	0	0	0	3	0	95	0	1	0	0
8:05 AM	8	23	1	0	4	24	0	1	0	2	3	0	0	1	0	0	66	0	0	0	0
8:10 AM	5	33	0	0	6	26	1	0	0	0	2	0	0	1	4	0	78	0	0	1	1
8:15 AM	4	35	0	1	5	24	0	0	0	1	2	0	0	1	1	0	73	0	1	0	0
8:20 AM	3	26	0	0	1	19	0	0	1	3	2	0	0	6	3	0	64	0	0	0	0
8:25 AM	6	18	0	0	5	21	0	0	0	1	4	0	0	2	2	0	59	0	0	0	0
8:30 AM	3	15	0	0	2	22	2	0	0	1	2	0	0	1	4	1	52	0	0	0	0
8:35 AM	4	31	0	0	0	19	2	0	0	1	4	0	0	3	1	0	65	0	0	0	0
8:40 AM	5	34	2	0	2	19	1	0	1	4	1	0	0	2	2	0	73	0	0	0	0
8:45 AM	1	23	0	0	2	19	2	0	1	1	1	0	0	4	2	0	56	0	0	0	0
8:50 AM	3	23	0	0	5	18	0	0	2	2	7	0	1	0	0	0	61	0	0	0	0
8:55 AM	4	19	0	0	8	22	0	0	0	2	5	0	0	2	1	0	63	0	0	0	0
Total Survey	134	726	9	2	75	536	20	1	7	39	62	0	4	55	41	1	1,708	2	2	2	1

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Washington St				Southbound Washington St				Eastbound 12th St				Westbound 12th St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	10	92	1	0	4	50	3	0	1	0	3	0	1	9	0	0	174	0	0	0	0
7:15 AM	19	103	0	0	7	60	1	0	0	4	4	0	0	4	7	0	209	0	0	0	0
7:30 AM	30	102	1	1	9	54	5	0	0	5	7	0	1	10	4	0	228	2	0	0	0
7:45 AM	25	110	3	0	11	104	2	0	1	9	10	0	1	9	7	0	292	0	0	1	0
8:00 AM	17	95	2	0	14	85	2	1	0	5	10	0	0	2	7	0	239	0	1	1	1
8:15 AM	13	79	0	1	11	64	0	0	1	5	8	0	0	9	6	0	196	0	1	0	0
8:30 AM	12	80	2	0	4	60	5	0	1	6	7	0	0	6	7	1	190	0	0	0	0
8:45 AM	8	65	0	0	15	59	2	0	3	5	13	0	1	6	3	0	180	0	0	0	0
Total Survey	134	726	9	2	75	536	20	1	7	39	62	0	4	55	41	1	1,708	2	2	2	1

Peak Hour Summary
7:20 AM to 8:20 AM

By Approach	Northbound Washington St				Southbound Washington St				Eastbound 12th St				Westbound 12th St				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	503	340	843	2	362	433	795	1	55	124	179	0	51	74	125	0	971
%HV	5.0%				7.2%				1.8%				2.0%				5.5%
PHF	0.84				0.72				0.65				0.71				0.83

Pedestrians Crosswalk			
North	South	East	West
2	2	2	1

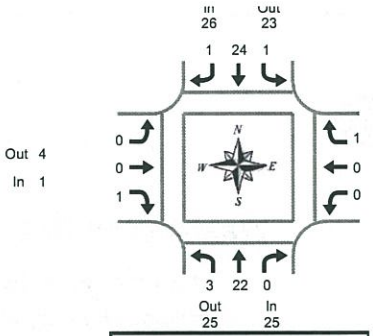
By Movement	Northbound Washington St				Southbound Washington St				Eastbound 12th St				Westbound 12th St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	90	407	6	503	45	307	10	362	1	23	31	55	2	24	25	51	971
%HV	3.3%	5.4%	0.0%	5.0%	2.2%	7.8%	10.0%	7.2%	0.0%	0.0%	3.2%	1.8%	0.0%	0.0%	4.0%	2.0%	5.5%
PHF	0.56	0.88	0.30	0.84	0.75	0.69	0.50	0.72	0.25	0.58	0.60	0.65	0.50	0.55	0.89	0.71	0.83

Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Washington St				Southbound Washington St				Eastbound 12th St				Westbound 12th St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	84	407	5	1	31	268	11	0	2	18	24	0	3	32	18	0	903	2	0	1	0
7:15 AM	91	410	6	1	41	303	10	1	1	23	31	0	2	25	25	0	968	2	1	2	1
7:30 AM	85	386	6	2	45	307	9	1	2	24	35	0	2	30	24	0	955	2	2	2	1
7:45 AM	67	364	7	1	40	313	9	1	3	25	35	0	1	26	27	1	917	0	2	2	1
8:00 AM	50	319	4	1	44	268	9	1	5	21	38	0	1	23	23	1	805	0	2	1	1

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
7:20 AM to 8:20 AM

Washington St & 12th St

Thursday, January 07, 2010
7:00 AM to 9:00 AM

Heavy Vehicle 5-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Washington St				Southbound Washington St				Eastbound 12th St				Westbound 12th St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	1	2	0	3	0	1	0	1	0	0	0	0	0	0	0	0	4
7:05 AM	0	3	0	3	0	2	0	2	0	0	0	0	0	0	0	0	5
7:10 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	2	0	2	0	3	0	3	0	0	0	0	0	0	0	0	5
7:20 AM	0	2	0	2	0	3	0	3	0	0	0	0	0	0	0	0	5
7:25 AM	0	4	0	4	1	0	0	1	0	0	0	0	0	0	0	0	5
7:30 AM	0	1	0	1	0	3	1	4	0	0	0	0	0	0	1	1	6
7:35 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
7:40 AM	0	3	0	3	0	1	0	1	0	0	0	0	0	0	0	0	4
7:45 AM	1	1	0	2	0	4	0	4	0	0	0	0	0	0	0	0	6
7:50 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7:55 AM	1	2	0	3	0	3	0	3	0	0	0	0	0	0	0	0	6
8:00 AM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
8:05 AM	0	2	0	2	0	5	0	5	0	0	0	0	0	0	0	0	7
8:10 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
8:15 AM	1	1	0	2	0	2	0	2	0	0	0	0	0	0	0	0	4
8:20 AM	0	3	0	3	1	2	0	3	0	0	0	0	0	0	0	0	6
8:25 AM	1	3	0	4	0	1	0	1	0	0	0	0	0	0	0	0	5
8:30 AM	0	1	0	1	0	5	0	5	0	0	0	0	0	0	0	0	6
8:35 AM	0	2	0	2	0	3	0	3	0	0	0	0	0	0	0	0	5
8:40 AM	0	3	1	4	0	0	0	0	0	0	1	1	0	0	0	0	5
8:45 AM	0	3	0	3	0	1	0	1	0	1	0	1	0	0	0	0	5
8:50 AM	0	2	0	2	1	1	0	2	0	0	0	0	1	0	0	1	5
8:55 AM	1	2	0	3	1	1	0	2	0	0	0	0	0	0	0	0	5
Total Survey	7	48	1	56	4	44	1	49	0	1	2	3	1	0	1	2	110

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Washington St				Southbound Washington St				Eastbound 12th St				Westbound 12th St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	2	5	0	7	0	3	0	3	0	0	0	0	0	0	0	0	10
7:15 AM	0	8	0	8	1	6	0	7	0	0	0	0	0	0	0	0	15
7:30 AM	0	4	0	4	0	5	1	6	0	0	1	1	0	0	1	1	12
7:45 AM	2	6	0	8	0	7	0	7	0	0	0	0	0	0	0	0	15
8:00 AM	0	5	0	5	0	7	0	7	0	0	0	0	0	0	0	0	12
8:15 AM	2	7	0	9	1	5	0	6	0	0	0	0	0	0	0	0	15
8:30 AM	0	6	1	7	0	8	0	8	0	0	1	1	0	0	0	0	16
8:45 AM	1	7	0	8	2	3	0	5	0	1	0	1	1	0	0	1	15
Total Survey	7	48	1	56	4	44	1	49	0	1	2	3	1	0	1	2	110

Heavy Vehicle Peak Hour Summary
7:20 AM to 8:20 AM

By Approach	Northbound Washington St			Southbound Washington St			Eastbound 12th St			Westbound 12th St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	25	25	50	26	23	49	1	4	5	1	1	2	53
PHF	0.78			0.72			0.25			0.25			0.83

By Movement	Northbound Washington St				Southbound Washington St				Eastbound 12th St				Westbound 12th St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	3	22	0	25	1	24	1	26	0	0	1	1	0	0	1	1	53
PHF	0.38	0.79	0.00	0.78	0.25	0.67	0.25	0.72	0.00	0.00	0.25	0.25	0.00	0.00	0.25	0.25	0.83

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Washington St				Southbound Washington St				Eastbound 12th St				Westbound 12th St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	4	23	0	27	1	21	1	23	0	0	1	1	0	0	1	1	52
7:15 AM	2	23	0	25	1	25	1	27	0	0	1	1	0	0	1	1	54
7:30 AM	4	22	0	26	1	24	1	26	0	0	1	1	0	0	1	1	54
7:45 AM	4	24	1	29	1	27	0	28	0	0	1	1	0	0	0	0	58
8:00 AM	3	25	1	29	3	23	0	26	0	1	1	2	1	0	0	1	58

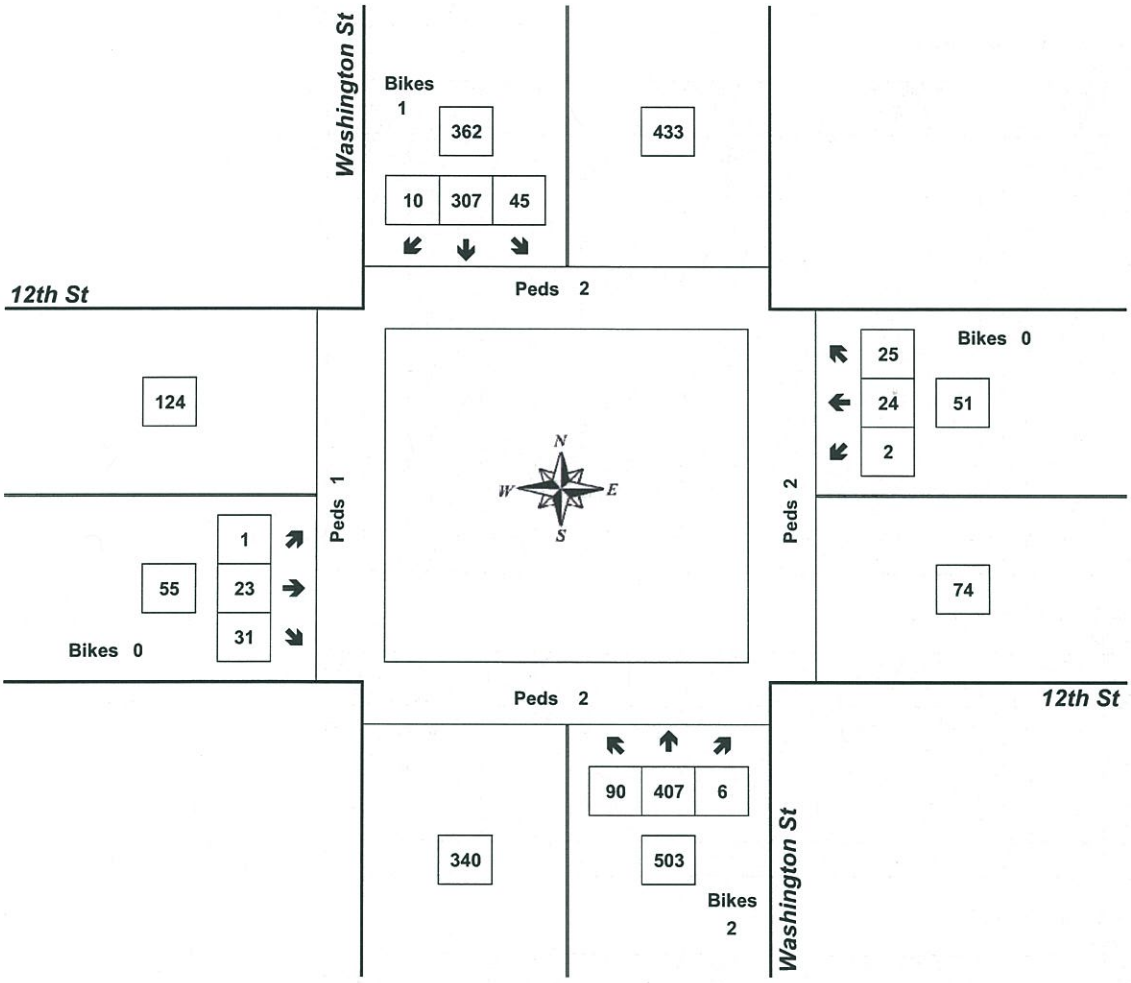
Peak Hour Summary

All Traffic Data Services Inc

Clay Carney
(503) 833-2740

Washington St & 12th St

7:20 AM to 8:20 AM
Thursday, January 07, 2010



Approach	PHF	HV%	Volume
EB	0.65	1.8%	55
WB	0.71	2.0%	51
NB	0.84	5.0%	503
SB	0.72	7.2%	362
Intersection	0.83	5.5%	971

Count Period: 7:00 AM to 9:00 AM

DKS Associates
TRANSPORTATION SOLUTIONS

Collision Data

General Data			Street Names		From Intersection							Overall					Vehicle			
Crash ID	Serial #	Crash Date	1st Street	2nd Street	Distance	Direction	Impact Location	Collisio	Crash	Weathe	Road	Light	Cause 1	Vehicle Movement		From - To	Vehicle Type	Vehicle Movement	From - To	Vehicle Action
1196497	1856	5/3/2006	12TH ST	WASHINGTON ST	15	NW		5 PED	INJ	CLEAR	DRY	DAYLIGHT	NON-MOTORIST - ILLEGALLY IN RDWY	STRGHT	x	NE to SW				
1197583	2185	5/22/2006	WASHINGTON ST	12TH ST	0	CN		2 ANGL	PDO	CLEAR	DRY	DARK-ST LIGHTS	PASSED STOP SIGN	STRGHT	x	E to W	PSNGR CAR	STRGHT	S to N	NONE
1212195	4474	10/23/2006	WASHINGTON ST	12TH ST	0	CN		4 ANGL	INJ	CLEAR	DRY	DARK-NO ST LIGHTS	NO YIELD	STRGHT	x	SE to NW	PSNGR CAR	STRGHT	SW to NE	NONE
1216889	5000	11/20/2006	12TH ST	WASHINGTON ST	100	SW		8 REAR	PDO	RAIN	WET	DARK-ST LIGHTS	FOLLOW TOO CLOSE	STRGHT	x	SW to NE	PSNGR CAR	STOP	SW to NE	STOPPED
1253623	3326	8/1/2007	WASHINGTON ST	12TH ST	0	CN		4 ANGL	INJ	CLEAR	DRY	DAYLIGHT	NO YIELD	STRGHT	x	NW to SE	PSNGR CAR	STRGHT	SW to NE	NONE
1257380	3833	9/4/2007	WASHINGTON ST	12TH ST	0	CN		3 ANGL	PDO	CLEAR	DRY	DAYLIGHT	PASSED STOP SIGN	STRGHT	x	NW to SE	PSNGR CAR	STRGHT	NE to SW	NONE
1268521	5532	12/15/2007	WASHINGTON ST	12TH ST	0	CN		1 TURN	INJ	CLEAR	DRY	DAYLIGHT	NO YIELD	STRGHT	x	N to S	PSNGR CAR	TURN-L	S to W	NONE
1290165	2307	6/19/2008	WASHINGTON ST	12TH ST	0	CN		3 ANGL	PDO	CLEAR	DRY	DAYLIGHT	NO YIELD	STRGHT	x	W to E	PSNGR CAR	STRGHT	N to S	NONE
1293240	2714	7/17/2008	12TH ST	WASHINGTON ST	55	SE		8 REAR	PDO	CLEAR	DRY	DAYLIGHT	TOO FAST FOR COND	STRGHT	x	SE to NW	PSNGR CAR	STOP	SE to NW	STOPPED
1306429	3971	10/18/2008	WASHINGTON ST	12TH ST	0	CN		4 ANGL	INJ	CLEAR	DRY	DAYLIGHT	NO YIELD	STRGHT	x	SW to NE	PSNGR CAR	STRGHT	NW to SE	NONE
1309070	4548	11/25/2008	WASHINGTON ST	12TH ST	0	CN		3 ANGL	PDO	RAIN	WET	DAYLIGHT	NO YIELD	STRGHT	x	N to S	PSNGR CAR	STRGHT	W to E	NONE
	9867	3/9/2009	WASHINGTON ST	12TH ST	0	CN		ANGL	PDO	CLOUDY	WET	DARK-ST LIGHTS	NO YIELD	STRGHT	x	W to E	PSNGR CAR	STRGHT	S to N	STOPPED
	92744	8/23/2009	WASHINGTON ST	12TH ST	0	CN		ANGL	PDO	CLEAR	DRY	DAYLIGHT	PASSED STOP SIGN	STRGHT	x	W to E	PSNGR CAR	STRGHT	S to N	NONE
	92780	8/26/2009	WASHINGTON ST	12TH ST	0	CN			INJ		DRY	DARK-ST LIGHTS	NO YIELD	Turn	x	S to W	PSNGR CAR	STRGHT	N to S	NONE

09-2780

DMV OREGON POLICE TRAFFIC CRASH REPORT

PAGE 1 OF 3

POLICE INCIDENT / CASE NUMBER	CRASH DATE	DAY OF WEEK	CRASH TIME	POLICE NOTIFIED	POLICE ARRIVAL	DMV FILE NUMBER
09-2780	8/26/09	M T W TH F S SN	2038 AM PM	2038 AM PM	2044 AM PM	

COUNTY	ROAD ON WHICH CRASH OCCURRED	LATITUDE	LONGITUDE	MILE POST	DMV CODE
Clackamas	Washington St.				

☐ WITHIN ____ FEET N S ☒ NEAR ____ MILES E W OF NEAREST INTERSECTING ROAD: 12th St.

☒ WITHIN ____ FEET N S ☐ NEAR ____ MILES E W OF NEAREST CITY / TOWN: Oregon City

☒ PROPERTY DAMAGE ☐ PUBLIC PROPERTY DAMAGE ESTIMATE: ☐ UNDER $1500 ☐ OVER $1500 ☒ UNKNOWN

☐ HAZ. MATERIALS ☒ PHOTOS TAKEN ☐ TRAIN R/R ☐ TRUCK / BUS

UNIT #1

NAME (LAST, FIRST, MIDDLE): [redacted] DRIVER LICENSE NUMBER: [redacted] STATE: [redacted] SEX: [redacted] RACE: [redacted] DOB: [redacted]

PED / BIC / PRK / PRP — ADDRESS: [redacted] Oregon City OR. 97045 PHONE: ☐ HOME ☐ WORK ☐ CELL [redacted]

VEHICLE OWNER: ☒ SAME PHONE: ☐ HOME ☐ WORK ☐ CELL ( )

FIRE Y N: [redacted] STD SPD: [redacted] PST SPD: [redacted] INSURANCE: [redacted] ☐ NONE INSURANCE POLICY NUMBER: [redacted]

EJECTED Y P N: [redacted] EXTRCTD Y N: [redacted] VEHICLE IDENTIFICATION NUMBER (VIN): [redacted] LICENSE PLATE NUMBER: [redacted] STATE: OR YEAR: [redacted] MAKE: [redacted] MODEL: [redacted] STYLE: [redacted] COLOR: [redacted]

VEHICLE TOWED DUE TO VEHICLE DAMAGE: Y N ☐ UNKNOWN BY: Bud's Towing TO:

DRIVER TAKEN: Y N ☐ UNKNOWN BY: TO:

VEHICLE DAMAGE — FRONT

MARK ALL THAT APPLY: DAMAGE ESTIMATE ☐ NONE ☐ UNDER $1500 ☐ OVER $1500 ☐ ROLLOVER ☐ UNDERCAR ☐ TOTALED ☒ UNKNOWN

USE ARROW TO SHOW FIRST IMPACT (SHADE IN DAMAGED AREA)

INJURY: Scratch ☐ NONE ☐ COMPLAINT OF PAIN ☐ VISIBLE INJURY ☐ INCAPACITATED ☐ FATAL

EQUIPMENT: ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☒ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

ACTION / ARREST / CITES: —

HIT AND RUN: SUSPECT NAME: / AKA: / IN CUSTODY Y N: / ADDRESS: / OTHER INFORMATION: / SEX: / RACE: / DOB: / HT: / WT: / HAIR: / EYES: / LOCAL ID:

UNIT #2

NAME (LAST, FIRST, MIDDLE): [redacted] DRIVER LICENSE NUMBER: [redacted] STATE: SEX: RACE: DOB: [redacted]

PED / BIC / PRK / PRP — ADDRESS: [redacted] Oregon City OR. 97045 PHONE: ☐ HOME ☐ WORK ☐ CELL [redacted]

VEHICLE OWNER: ☐ SAME [redacted]

FIRE Y N: STD SPD: PST SPD: INSURANCE COMPANY: ☐ NC [redacted] INSURANCE POLICY NUMBER: [redacted]

EJECTED Y P N: EXTRCTD Y N: VEHICLE IDENTIFICATION NUMBER (VIN): [redacted] LICENSE PLATE NUMBER: STATE: OR YEAR: MAKE: MODEL: STYLE: COLOR: [redacted]

VEHICLE TOWED DUE TO VEHICLE DAMAGE: Y N ☐ UNKNOWN BY: Buds Towing TO:

DRIVER TAKEN: Y N ☐ UNKNOWN BY: AMR TO:

VEHICLE DAMAGE — FRONT

MARK ALL THAT APPLY: DAMAGE ESTIMATE ☐ NONE ☐ UNDER $1500 ☐ OVER $1500 ☐ ROLLOVER ☐ UNDERCAR ☐ TOTALED ☒ UNKNOWN

USE ARROW TO SHOW FIRST IMPACT (SHADE IN DAMAGED AREA)

INJURY: ☐ NONE ☒ COMPLAINT OF PAIN ☐ VISIBLE INJURY ☐ INCAPACITATED ☐ FATAL

EQUIPMENT: ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

ACTION / ARREST / CITES: —

UNIT #2 ☒ PASSENGER NAME: [redacted] ☐ WITNESS

ADDRESS: [redacted]

[redacted]

INJURY ☒ COMPLAINT OF PAIN ☐ INCAPACITATED ☐ NONE ☐ VISIBLE INJURY ☐ FATAL — LOCATION LF CF RF LR CR RR — OTHER: — EJECTED Y P N — EXTRCTD Y N

EQUIPMENT ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

ADDRESS:

INJURY ☐ COMPLAINT OF PAIN ☐ INCAPACITATED ☐ NONE ☐ VISIBLE INJURY ☐ FATAL — LOCATION LF CF RF LR CR RR — OTHER: — EJECTED Y P N — EXTRCTD Y N

EQUIPMENT ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

ADDRESS:

INJURY ☐ COMPLAINT OF PAIN ☐ INCAPACITATED ☐ NONE ☐ VISIBLE INJURY ☐ FATAL — LOCATION LF CF RF LR CR RR — OTHER: — EJECTED Y P N — EXTRCTD Y N

EQUIPMENT ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

DISTRIBUTION: DMV ✓

OFFICER NAME / NUMBER	DATE	AGENCY	APPROVED BY
M. Daly #48355	9/3/09	OCPD	[signature]

POLICE INCIDENT / CASE NUMBER	EMS NOTIFIED	EMS ARRIVAL	LOCAL CODES					PAGE	OF
09-2280	— AM PM	— AM PM	A	B	C	D	E	2	3

Check ONE box in all categories. Check ALL boxes that apply in categories with (★).

FIRST HARMFUL EVENT

NON COLLISION
- ☐ OVERTURN
- ☐ FIRE / EXPLOSION
- ☐ IMMERSION
- ☐ GAS INHALATION
- ☐ OTHER NON COLLISION
- ☐ MEDICAL (Explain)

COLLISION WITH
- ☐ PEDESTRIAN
- ☐ PARKED MOTOR VEHICLE
- ☐ RAILWAY TRAIN
- ☐ BICYCLIST

CRASH TYPE
- ☐ HEAD ON
- ☐ REAR END
- ☐ ANGLE
- ☐ SIDESWIPE
- ☐ MANNER UNKNOWN

FIXED OBJECT
- ☐ BARRICADE
- ☐ BOULDER / ROCK
- ☐ BRIDGE O/PASS or RAILING
- ☐ BUILDING
- ☐ CULVERT HEADWALL
- ☐ CURBING
- ☐ DITCH
- ☐ DIVIDER - CNCRT or STEEL
- ☐ FENCE - NOT MEDIAN
- ☐ FIRE HYDRANT
- ☐ HIGHWAY GUARDRAIL
- ☐ HIGHWAY SIGN
- ☐ IMPACT ABSORBER
- ☐ LIGHT STANDARD
- ☐ MAILBOX
- ☐ OVERHEAD SIGN POST
- ☐ OVERHEAD STRUCTURE
- ☐ PIER or COLUMN
- ☐ RETAINING WALL
- ☐ SIDESLOPE EARTH
- ☐ SIDESLOPE ROCK or STONE
- ☐ TRAFFIC SIGNAL POST
- ☐ TREE
- ☐ UNDERPASS TUNNEL
- ☐ UTILITY POLE
- ☐ OTHER FIXED (Explain)

OTHER OBJECT (NOT FIXED)
- ☐ ANIMAL
- ☐ THROWN / FALLING OBJECT
- ☐ UNKNOWN
- ☒ OTHER OBJECT (Explain) vehicle

EVENT LOCATION

ON ROADWAY
- ☐ NON-INTERSECTION
- ☒ INTERSECTION
- ☐ INTERSECTION RELATED
- ☐ DRIVEWAY ACCESS
- ☐ INTERCHANGE AREA
- ☐ RAILROAD CROSSING
- ☐ BRIDGE
- ☐ TUNNEL
- ☐ OTHER ON-ROAD AREA

OFF ROADWAY
- ☐ SHOULDER
- ☐ TURNOUT
- ☐ ROADSIDE
- ☐ BEYOND RIGHT OF WAY
- ☐ MEDIAN
- ☐ DRIVEWAY
- ☐ PRIVATE DRIVE
- ☐ RAILROAD CROSSING
- ☐ OTHER OFF ROAD
- ☐ PARKING LOT
- ☐ UNKNOWN

SPECIAL ZONE
- ☐ NONE
- ☐ CONSTRUCTION
- ☐ MAINTENANCE
- ☐ UTILITY
- ☐ SNOW
- ☐ SCHOOL
- ☐ UNKNOWN WORK
- ☑ OTHER

WEATHER
- ☐ CLEAR
- ☐ CLOUDY (OVERCAST)
- ☐ RAIN
- ☐ SNOW
- ☐ SLEET / HAIL / ETC
- ☐ FOG / SMOG
- ☐ SMOKE
- ☐ BLOWING SAND / DIRT
- ☐ SEVERE CROSSWIND
- ☒ OTHER / UNKNOWN

SURFACE CONDITION

#1	#2	
☒	☒	DRY
☐	☐	WET
☐	☐	SNOW / SLUSH
☐	☐	ICY
☐	☐	MUDDY
☐	☐	DEBRIS
☐	☐	RUTS / HOLES / BUMPS
☐	☐	WORN / POLISHED
☐	☐	LOW / SOFT SHOULDER
☐	☐	OTHER (Explain)

SURFACE TYPE

#1	#2	
☐	☐	CONCRETE
☒	☒	BLACKTOP / ASPHALT
☐	☐	GRAVEL
☐	☐	DIRT
☐	☐	OTHER

LIGHT
- ☐ FULL DAYLIGHT
- ☐ DAWN
- ☐ DUSK
- ☒ DARK - LIGHTED WAY
- ☐ DARK - NOT LIGHTED
- ☐ UNKNOWN

TRAFFIC CONTROL TYPE

#1	#2	
☐	☐	NONE
☐	☐	SCHOOL BUS LIGHTS
☐	☐	OFFICER / CROSSING GUARD or FLAGGER
☐	☐	TRAFFIC SIGNAL w/ PEDESTRIAN CONTROL
☐	☐	TRAFFIC SIGNAL
☒	☒	FLASHING BEACON
☐	☐	STOP SIGN
☐	☐	YIELD SIGN
☐	☐	RR CROSSING GATES
☐	☐	RR CROSSING BUCKS
☐	☐	RR FLASHING SIGNAL
☐	☐	RR CROSSING w/ PAVEMENT MARKINGS
☐	☐	LANE CONTRLS / LINES / STRIPES / DEVICES
☐	☐	SCHOOL SIGNAL
☐	☐	OTHER REG SIGN
☐	☐	TURN LANES
☐	☐	UNKNOWN

TRAFFIC CONTROL DEVICE CONDITION

#1	#2	
☐	☐	NO MALFUNCTION
☐	☐	DOWN / MISSING
☐	☐	TURNED FROM PROPER POSITION
☐	☐	OBSCURED BY OTHER SIGNS
☐	☐	OBSCURED BY PARKED VEHICLE
☐	☐	OBSCURED BY VEGETATION
☐	☐	LIGHTS MALFUNCTION
☐	☐	LIGHTS STUCK
☐	☐	GATES INOPERATIVE
☐	☐	GATE ARM MISSING
☐	☐	OTHER RR MALFUNCTN
☐	☑	OTHER IMPAIRMENT
☐	☐	UNKNOWN

ROAD CHARACTER

#1	#2	
☐	☐	STRAIGHT and LEVEL
☒	☒	STRAIGHT w/ GRADE
☐	☐	CURVED and LEVEL
☐	☐	CURVED w/ GRADE

VEH #1 — NUMBER OF LANES

VEH #2 — NUMBER OF LANES

— TOTAL NUMBER OF LANES

ROAD FLOW

#1	#2	
☐	☐	ONE WAY TRAFFIC
☒	☒	NOT PHYSLY DIVIDED

MEDIAN TYPE
- ☐ ☐ UNPAVED
- ☐ ☐ BARRIER
- ☐ ☐ PAVED
- ☐ ☐ CONT LEFT TURN

DRIVER LICENSE VIOLATION

DRIVER #1	DRIVER #2	
☐	☐	NONE
☐	☐	INSTRUCTION PERMIT
☐	☐	LICENSE RESTRICTION
☐	☐	EXPIRED LICENSE
☐	☐	OUT OF CLASS
☐	☐	SUSPNDED / REVOKED
☐	☐	UNLICENSED

★ DRIVER FACTORS

DRIVER #1	DRIVER #2	
☐	☐	NONE
☐	☐	CELL PHONE USE
☐	☐	OBSTRUCTED VIEW
☐	☐	FAILED TO YIELD ROW
☐	☐	DISRGRD TRAF SIGN
☐	☐	TOO FAST FOR COND
☐	☐	MADE IMPROPER TURN
☐	☐	WRONG SIDE/WAY
☐	☐	FOLLOW TOO CLOSELY
☐	☐	IMPROPER LANE CHNG
☐	☐	IMPROPER BACKING
☐	☐	IMPROPER PASSING
☐	☐	IMPROPER SIGNAL
☐	☐	IMPROPER PARKING
☐	☐	FATIGUE / DROWSY
☐	☐	ILL / BLACKOUT
☐	☐	UNKNOWN
☐	☑	OTHER (Explain)

★ IMPAIRMENT

DRIVER #1	DRIVER #2	
☐	☐	NONE
☐	☐	UNDER INFL - DRUGS
☐	☐	UNDER INFL - ALCOHOL
☐	☐	UNDER INFL - MEDS
☐	☐	UNKNOWN

DETERMINED BY:

☐	☐	INTOXILYZER TEST
☐	☐	BLOOD OR URINE TEST
☐	☐	FIELD SOB. TEST
☐	☐	OBSERVED (SPEECH, ODOR, ETC.)
☐	☐	DRE EVALUATION
☐	☐	STATEMENTS
☐	☐	UNKNOWN
☐	☐	OTHER (Explain)

RESULTS OF TEST:

D1 ____% D2 ____%

☐	☐	NO TEST GIVEN
☐	☑	TEST REFUSED
☐	☐	TESTED FOR DRUGS
☐	☐	RESLTS NOT AVAILABLE

★ VEH RELATED FACTORS

#1	#2	
☐	☐	NONE
☐	☐	BRAKES
☐	☐	STEERING
☐	☐	POWER PLANT
☐	☐	SUSPENSION
☐	☐	TIRES
☐	☐	EXHAUST
☐	☐	LIGHTS
☐	☐	SIGNALS
☐	☐	WINDOWS / WINDSHLD
☐	☐	RESTRAINT SYSTEM
☐	☐	WHEELS
☐	☐	COUPLING
☐	☑	CARGO
☐	☐	OTHER

VEHICLE MOVEMENT

#1	#2	
☐	☐	BACKING
☐	☐	STOPPED
☐	☒	STRAIGHT AHEAD
☐	☐	TURNING RIGHT
☒	☐	TURNING LEFT
☐	☐	MAKING U-TURN
☐	☐	ENTER TRAFFIC LANE
☐	☐	LEAVE TRAFFIC LANE
☐	☐	OVERTAKING
☐	☐	CHANGING LANES
☐	☐	AVOIDING MANEUVER
☐	☐	MERGING
☐	☐	PARKING
☐	☐	NEGOTIATING A CURVE
☐	☐	OTHER

TRAILER TYPE

#1	#2	
☐	☐	LOG BUNK
☐	☐	SEMITRAILER
☐	☐	POLE TRAILER
☐	☐	FULL TRAILER
☐	☐	MOBILE HOME
☐	☐	UTILITY TRAILER
☐	☐	TRAVEL TRAILER
☐	☐	BOAT TRAILER
☐	☐	FARM EQUIPMENT
☐	☐	HORSE TRAILER
☐	☑	VEHICLE IN TOW
☐	☐	OTHER / UNKNOWN

TRUCK CONFIGURATION

#1	#2	
☐	☐	TRUCK (2 or 3 AXLE)
☐	☐	TRUCK / TRACTOR-SEMI
☐	☐	TRUCK and TRAILER
☐	☐	DOUBLE TRAILERS
☐	☐	TRIPLE TRAILERS
☐	☐	DROMEDARY and SEMI
☐	☐	HEAVY HAUL CONFIG
☐	☐	BUS
☐	☐	OTHER (Explain)

★ PASSENGER FACTORS

UNIT #1

PASS #1	PASS #2	
☐	☐	NONE
☐	☐	INTERFERED w/DRIVER
☐	☐	UNDER INFL - DRUGS
☐	☐	UNDER INFL - ALCOHOL
☐	☐	UNKNOWN
☐	☐	OTHER (Explain)

UNIT #2

PASS #1	PASS #2	
☐	☐	NONE
☐	☐	INTERFERED w/DRIVER
☐	☐	UNDER INFL - DRUGS
☐	☐	UNDER INFL - ALCOHOL
☐	☐	UNKNOWN
☐	☐	OTHER (Explain)

PEDESTRIAN LOCATION

IN ROAD
- ☐ IN X-WALK
- ☐ NOT IN X-WALK
- ☐ NO X-WALK AVAILABLE

INTERSECTION
- ☐ IN X-WALK
- ☐ NOT IN X-WALK
- ☐ NO X-WALK AVAILABLE

OTHER
- ☐ NOT IN ROADWAY
- ☐ SHOULDER
- ☐ MEDIAN
- ☐ BIKE LANE
- ☑ UNKNOWN

PEDESTRIAN TYPE
- ☐ NONE
- ☐ PEDESTRIAN
- ☐ BICYCLIST
- ☐ CONVEYANCE
- ☐ WHEELCHAIR
- ☐ ANIMAL RIDER
- ☐ RIDER of ANIM DRAWN VEH
- ☐ UNKNOWN
- ☐ OTHER (Explain)

★ PEDESTRIAN ACTION
- ☐ ENTER / CROSS ROAD
- ☐ WALK / RIDE w/TRAFF
- ☐ WALK / RIDE AGAINST
- ☐ STEP ON / OFF VEHICLE
- ☐ STEP ON / OFF SCH BUS
- ☐ APPRCH / LEAVE SC BUS
- ☐ APPROACH / LEAVE VEH
- ☐ WORK / PUSHING VEHICLE
- ☐ OTHER WORKING
- ☐ PLAYING
- ☐ STANDING
- ☐ LYING DOWN
- ☐ UNKNOWN

PED / BIKE VISIBILITY

CLOTHING
- ☐ NO CONTRAST w/BKGRND
- ☐ CONTRASTED w/BKGRND
- ☐ REFLECTIVE

OTHER
- ☐ OTHER LIGHT SOURCE
- ☐ UNKNOWN

★ PED / BIKE FACTORS
- ☐ NONE
- ☐ FAILED TO YIELD ROW
- ☐ DISREGARD TRAFFIC SIGN
- ☐ ILLEGALLY IN ROAD
- ☐ EQUIPMENT VIOLATION
- ☐ CLOTHING NOT VISIBLE
- ☐ UNDER INFL - DRUGS
- ☐ UNDER INFL - ALCOHOL
- ☐ UNKNOWN
- ☐ OTHER (Explain)

SKETCH & NARRATIVE

North

(NOT TO SCALE)

UNIT	1	2
SKID MARKS TO (FEET)		
DISTANCE AFTER (FEET)		

SEE ATTACHED NARRATIVE

DMV OREGON POLICE TRAFFIC CRASH REPORT

POLICE INCIDENT / CASE NUMBER	CRASH DATE	DAY OF WEEK	CRASH TIME	POLICE NOTIFIED	POLICE ARRIVAL	DMV FILE NUMBER
09-2780	8/26/09	M T W (TH) F S SN	2038 AM (PM)	2038 AM (PM)	2044 AM (PM)	

COUNTY	ROAD ON WHICH CRASH OCCURRED	MILE POST	DMV CODE
Clackamas	Washington St.		

☐ WITHIN ____ FEET N S ☐ NEAR ____ MILES E W OF NEAREST INTERSECTING ROAD: 12th St

☐ WITHIN ____ FEET N S ☐ NEAR ____ MILES E W OF NEAREST CITY / TOWN: Oregon City

[redacted]

ADDRESS

INJURY ☐ NONE ☐ POSSIBLE ☐ MINOR ☐ SERIOUS ☐ FATAL | LOCATION LF CF RF LR CR RR | OTHER: | EJECTED Y P N | EXTRCTD Y N

EQUIPMENT ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

UNIT # ☐ PASSENGER NAME ☐ WITNESS

SEX | RACE | DOB | HOME PHONE ( ) | WORK PHONE ( )

PASSENGER TAKEN: Y N ☐ UNKNOWN BY: TO:

ADDRESS

INJURY ☐ NONE ☐ POSSIBLE ☐ MINOR ☐ SERIOUS ☐ FATAL | LOCATION LF CF RF LR CR RR | OTHER: | EJECTED Y P N | EXTRCTD Y N

EQUIPMENT ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

UNIT # ☐ PASSENGER NAME ☐ WITNESS

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UNIT # ☐ PASSENGER NAME ☐ WITNESS

SEX | RACE | DOB | HOME PHONE ( ) | WORK PHONE ( )

PASSENGER TAKEN: Y N ☐ UNKNOWN BY: TO:

ADDRESS

INJURY ☐ NONE ☐ POSSIBLE ☐ MINOR ☐ SERIOUS ☐ FATAL | LOCATION LF CF RF LR CR RR | OTHER: | EJECTED Y P N | EXTRCTD Y N

EQUIPMENT ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

UNIT # ☐ PASSENGER NAME ☐ WITNESS

SEX | RACE | DOB | HOME PHONE ( ) | WORK PHONE ( )

PASSENGER TAKEN: Y N ☐ UNKNOWN BY: TO:

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INJURY ☐ NONE ☐ POSSIBLE ☐ MINOR ☐ SERIOUS ☐ FATAL | LOCATION LF CF RF LR CR RR | OTHER: | EJECTED Y P N | EXTRCTD Y N

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UNIT # ☐ PASSENGER NAME ☐ WITNESS

SEX | RACE | DOB | HOME PHONE ( ) | WORK PHONE ( )

PASSENGER TAKEN: Y N ☐ UNKNOWN BY: TO:

ADDRESS

INJURY ☐ NONE ☐ POSSIBLE ☐ MINOR ☐ SERIOUS ☐ FATAL | LOCATION LF CF RF LR CR RR | OTHER: | EJECTED Y P N | EXTRCTD Y N

EQUIPMENT ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

UNIT # ☐ PASSENGER NAME ☐ WITNESS

SEX | RACE | DOB | HOME PHONE ( ) | WORK PHONE ( )

PASSENGER TAKEN: Y N ☐ UNKNOWN BY: TO:

ADDRESS

INJURY ☐ NONE ☐ POSSIBLE ☐ MINOR ☐ SERIOUS ☐ FATAL | LOCATION LF CF RF LR CR RR | OTHER: | EJECTED Y P N | EXTRCTD Y N

EQUIPMENT ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

UNIT # ☐ PASSENGER NAME ☐ WITNESS

SEX | RACE | DOB | HOME PHONE ( ) | WORK PHONE ( )

PASSENGER TAKEN: Y N ☐ UNKNOWN BY: TO:

ADDRESS

INJURY ☐ NONE ☐ POSSIBLE ☐ MINOR ☐ SERIOUS ☐ FATAL | LOCATION LF CF RF LR CR RR | OTHER: | EJECTED Y P N | EXTRCTD Y N

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UNIT # ☐ PASSENGER NAME ☐ WITNESS

SEX | RACE | DOB | HOME PHONE ( ) | WORK PHONE ( )

PASSENGER TAKEN: Y N ☐ UNKNOWN BY: TO:

ADDRESS

INJURY ☐ NONE ☐ POSSIBLE ☐ MINOR ☐ SERIOUS ☐ FATAL | LOCATION LF CF RF LR CR RR | OTHER: | EJECTED Y P N | EXTRCTD Y N

EQUIPMENT ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

DISTRIBUTION

OFFICER NAME / NUMBER	DATE	AGENCY	APPROVED BY
M. Day #48355	9/3/09	OCPD	

735-46 (10-98)

C.L.A.S.S.
OREGON CITY POLICE DEPT.
320 Warner Milne Road,
Oregon City, Oregon 97045
Continuation Report

Case # 09-2780

MENTIONED

[redacted]

ACTION TAKEN

On 8/26/09 around 2039 hours I was dispatched to a traffic accident at 12th St. and Washington St. in Oregon City. I arrived on scene at around 2044 hours and there were two vehicles blocking the roadways at the intersection. [redacted] told me she was driving up the hill on Washington St. (Southbound) and a vehicle turned in front of her. [redacted] told me she put on her brakes, but said they hit each other. [redacted]

C.L.A.S.S.
OREGON CITY POLICE DEPT.
320 Warner Milne Road,
Oregon City, Oregon 97045
Continuation Report

Case # 09-2780

I spoke to a male subject, [redacted] was driving down Washington St. (Northbound) and was turning left on 12th St. [redacted] told me when he was around perpendicular to Washington St. he got hit by a vehicle coming up the hill on Washington St. [redacted] he did not see the truck coming.

[redacted]

ACTION RECOMMENDED

Forward to DMV

DMV OREGON POLICE TRAFFIC CRASH REPORT

PAGE 1 OF 2

POLICE INCIDENT / CASE NUMBER	CRASH DATE	DAY OF WEEK (M T W TH F S SU)	CRASH TIME	POLICE NOTIFIED	POLICE ARRIVAL	DMV FILE NUMBER
09-2744	8/23/09		6:28 AM PM	6:29 AM PM	6:36 AM PM	

COUNTY	ROAD ON WHICH CRASH OCCURRED	LATITUDE	LONGITUDE	MILE POST	DMV CODE
Clackamas	Washington St.				

☒ WITHIN ____ FEET N S ☐ NEAR ____ MILES E W OF NEAREST INTERSECTING ROAD: 12th St.

☐ WITHIN ____ FEET N S ☐ NEAR ____ MILES E W OF NEAREST CITY / TOWN: Oregon City, Or

☒ PROPERTY DAMAGE ☐ PUBLIC PROPERTY DAMAGE ESTIMATE: ☐ UNDER $1500 ☒ OVER $1500 ☐ UNKNOWN ☐ HAZ. MATERIALS ☐ PHOTOS TAKEN ☐ TRAIN R/R ☐ TRUCK / BUS

UNIT #1 NAME (LAST, FIRST, MIDDLE): [redacted] DRIVER LICENSE NUMBER: [redacted] STATE: [redacted] SEX: [redacted] RACE: [redacted] DOB: [redacted]

PED / BIC / PRK / PRP: [redacted] ☐ SAME

FIRE Y N: [redacted] STD SPD: 20 PST SPD: 25 INSURANCE COMPANY: [redacted] ☐ NONE

EJECTED Y P N: [redacted] EXTRCTD Y N: [redacted]

VEHICLE TOWED BY: BUDS Towing TO: BY: TO:

VEHICLE DAMAGE — FRONT

USE ARROW TO SHOW FIRST IMPACT (SHADE IN DAMAGED AREA)

MARK ALL THAT APPLY: DAMAGE ESTIMATE ☐ NONE ☐ UNDER $1500 ☒ OVER $1500 ☐ ROLLOVER ☐ UNDERCAR ☐ TOTALED ☐ UNKNOWN

INJURY: ☒ NONE ☐ COMPLAINT OF PAIN ☐ VISIBLE INJURY ☐ INCAPACITATED ☐ FATAL

EQUIPMENT: ☐ NO EQP USED ☐ LAP ONLY ☒ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

ACTION / ARREST / CITES: # 888878 Fail to obey Traffic Control Dev.

HIT AND RUN — SUSPECT NAME: / AKA: / IN CUSTODY Y N

ADDRESS: / OTHER INFORMATION:

SEX / RACE / DOB / HT / WT / HAIR / EYES / LOCAL ID

UNIT #2 NAME (LAST, FIRST, MIDDLE): [redacted] DRIVER LICENSE NUMBER: [redacted] STATE: [redacted] SEX: [redacted] RACE: [redacted] DOB: [redacted]

PED / BIC / PRK / PRP: [redacted] ( ) PHONE: ☐ HOME ☐ WORK ☐ CELL ( )

FIRE Y N: [redacted] 25 ☐ NONE [redacted]

EJECTED Y P N: [redacted] EXTRCTD Y N: [redacted]

VEHICLE TOWED DUE TO VEHICLE DAMAGE ☐ Y ☐ N ☐ UNKNOWN BY: BUDS Towing TO: DRIVER TAKEN: ☐ Y ☐ N ☐ UNKNOWN BY: TO:

VEHICLE DAMAGE — FRONT

USE ARROW TO SHOW FIRST IMPACT (SHADE IN DAMAGED AREA)

MARK ALL THAT APPLY: DAMAGE ESTIMATE ☐ NONE ☐ UNDER $1500 ☒ OVER $1500 ☐ ROLLOVER ☐ UNDERCAR ☐ TOTALED ☐ UNKNOWN

INJURY: ☒ NONE ☐ COMPLAINT OF PAIN ☐ VISIBLE INJURY ☐ INCAPACITATED ☐ FATAL

EQUIPMENT: ☐ NO EQP USED ☐ LAP ONLY ☒ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

ACTION / ARREST / CITES: None

UNIT #3 [redacted]

INJURY ☐ COMPLAINT OF PAIN ☐ INCAPACITATED ☐ NONE ☐ VISIBLE INJURY ☐ FATAL LOCATION LF CF RF LR CR RR OTHER: EJECTED Y P N EXTRCTD Y N

EQUIPMENT ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

UNIT #4 [redacted]

ADDRESS

INJURY ☐ COMPLAINT OF PAIN ☐ INCAPACITATED ☐ NONE ☐ VISIBLE INJURY ☐ FATAL LOCATION LF CF RF LR CR RR OTHER: EJECTED Y P N EXTRCTD Y N

EQUIPMENT ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

BY: TO:

DISTRIBUTION: DMV MC 888780

OFFICER NAME / NUMBER: B. Smith #37871 DATE: 8/23/09 AGENCY: OCPD APPROVED BY:

735-46A (6-07) AGENCY COPY STK# 300018

POLICE INCIDENT / CASE NUMBER	EMS NOTIFIED	EMS ARRIVAL	LOCAL CODES					PAGE	OF
09-2744	AM PM	AM PM	A	B	C	D	E	2	2

Check ONE box in all categories. Check ALL boxes that apply in categories with (★).

FIRST HARMFUL EVENT

NON COLLISION
- ☐ OVERTURN
- ☐ FIRE / EXPLOSION
- ☐ IMMERSION
- ☐ GAS INHALATION
- ☐ OTHER NON COLLISION
- ☐ MEDICAL (Explain)

COLLISION WITH
- ☐ PEDESTRIAN
- ☐ PARKED MOTOR VEHICLE
- ☐ RAILWAY TRAIN
- ☐ BICYCLIST

CRASH TYPE
- ☐ HEAD ON
- ☐ REAR END
- ☑ ANGLE
- ☐ SIDESWIPE
- ☐ MANNER UNKNOWN

FIXED OBJECT
- ☐ BARRICADE
- ☐ BOULDER / ROCK
- ☐ BRIDGE O/PASS or RAILING
- ☐ BUILDING
- ☐ CULVERT HEADWALL
- ☐ CURBING
- ☐ DITCH
- ☐ DIVIDER - CNCRT or STEEL
- ☐ FENCE - NOT MEDIAN
- ☐ FIRE HYDRANT
- ☐ HIGHWAY GUARDRAIL
- ☐ HIGHWAY SIGN
- ☐ IMPACT ABSORBER
- ☐ LIGHT STANDARD
- ☐ MAILBOX
- ☐ OVERHEAD SIGN POST
- ☐ OVERHEAD STRUCTURE
- ☐ PIER or COLUMN
- ☐ RETAINING WALL
- ☐ SIDESLOPE EARTH
- ☐ SIDESLOPE ROCK or STONE
- ☐ TRAFFIC SIGNAL POST
- ☐ TREE
- ☐ UNDERPASS TUNNEL
- ☐ UTILITY POLE
- ☐ OTHER FIXED (Explain)

OTHER OBJECT (NOT FIXED)
- ☐ ANIMAL
- ☐ THROWN / FALLING OBJECT
- ☐ UNKNOWN
- ☐ OTHER OBJECT (Explain)

EVENT LOCATION

ON ROADWAY
- ☐ NON-INTERSECTION
- ☑ INTERSECTION
- ☐ INTERSECTION RELATED
- ☐ DRIVEWAY ACCESS
- ☐ INTERCHANGE AREA
- ☐ RAILROAD CROSSING
- ☐ BRIDGE
- ☐ TUNNEL
- ☐ OTHER ON-ROAD AREA

OFF ROADWAY
- ☐ SHOULDER
- ☐ TURNOUT
- ☐ ROADSIDE
- ☐ BEYOND RIGHT OF WAY
- ☐ MEDIAN
- ☐ DRIVEWAY
- ☐ PRIVATE DRIVE
- ☐ RAILROAD CROSSING
- ☐ OTHER OFF ROAD
- ☐ PARKING LOT
- ☐ UNKNOWN

SPECIAL ZONE
- ☑ NONE
- ☐ CONSTRUCTION
- ☐ MAINTENANCE
- ☐ UTILITY
- ☐ SNOW
- ☐ SCHOOL
- ☐ UNKNOWN WORK
- ☐ OTHER

WEATHER
- ☑ CLEAR
- ☐ CLOUDY (OVERCAST)
- ☐ RAIN
- ☐ SNOW
- ☐ SLEET / HAIL / ETC
- ☐ FOG / SMOG
- ☐ SMOKE
- ☐ BLOWING SAND / DIRT
- ☐ SEVERE CROSSWIND
- ☐ OTHER / UNKNOWN

SURFACE CONDITION

#1	#2	
☑	☑	DRY
☐	☐	WET
☐	☐	SNOW / SLUSH
☐	☐	ICY
☐	☐	MUDDY
☐	☐	DEBRIS
☐	☐	RUTS / HOLES / BUMPS
☐	☐	WORN / POLISHED
☐	☐	LOW / SOFT SHOULDER
☐	☐	OTHER (Explain)

SURFACE TYPE

#1	#2	
☐	☐	CONCRETE
☑	☑	BLACKTOP / ASPHALT
☐	☐	GRAVEL
☐	☐	DIRT
☐	☐	OTHER

LIGHT
- ☑ FULL DAYLIGHT
- ☐ DAWN
- ☐ DUSK
- ☐ DARK - LIGHTED WAY
- ☐ DARK - NOT LIGHTED
- ☐ UNKNOWN

TRAFFIC CONTROL TYPE

#1	#2	
☐	☑	NONE
☐	☐	SCHOOL BUS LIGHTS
☐	☐	OFFICER / CROSSING GUARD or FLAGGER
☐	☐	TRAFFIC SIGNAL w/ PEDESTRIAN CONTROL
☐	☐	TRAFFIC SIGNAL
☑	☐	FLASHING BEACON
☑	☐	STOP SIGN
☐	☐	YIELD SIGN
☐	☐	RR CROSSING GATES
☐	☐	RR CROSSING BUCKS
☐	☐	RR FLASHING SIGNAL
☐	☐	RR CROSSING w/ PAVEMENT MARKINGS
☐	☐	LANE CONTRLS / LINES / STRIPES / DEVICES
☐	☐	SCHOOL SIGNAL
☐	☐	OTHER REG SIGN
☐	☐	TURN LANES
☐	☐	UNKNOWN

TRAFFIC CONTROL DEVICE CONDITION

#1	#2	
☑	☑	NO MALFUNCTION
☐	☐	DOWN / MISSING
☐	☐	TURNED FROM PROPER POSITION
☐	☐	OBSCURED BY OTHER SIGNS
☐	☐	OBSCURED BY PARKED VEHICLE
☐	☐	OBSCURED BY VEGETATION
☐	☐	LIGHTS MALFUNCTION
☐	☐	LIGHTS STUCK
☐	☐	GATES INOPERATIVE
☐	☐	GATE ARM MISSING
☐	☐	OTHER RR MALFUNCTN
☐	☐	OTHER IMPAIRMENT
☐	☐	UNKNOWN

ROAD CHARACTER

#1	#2	
☐	☐	STRAIGHT and LEVEL
☑	☑	STRAIGHT w/ GRADE
☐	☐	CURVED and LEVEL
☐	☐	CURVED w/ GRADE

VEH #1 1 NUMBER OF LANES

VEH #2 1 NUMBER OF LANES

2 TOTAL NUMBER OF LANES

ROAD FLOW

#1	#2	
☐	☐	ONE WAY TRAFFIC
☑	☑	NOT PHYSLY DIVIDED

MEDIAN TYPE

☐	☐	UNPAVED
☐	☐	BARRIER
☐	☐	PAVED
☐	☐	CONT LEFT TURN

DRIVER LICENSE VIOLATION

DRIVER

#1	#2	
☑	☑	NONE
☐	☐	INSTRUCTION PERMIT
☐	☐	LICENSE RESTRICTION
☐	☐	EXPIRED LICENSE
☐	☐	OUT OF CLASS
☐	☐	SUSPNDED / REVOKED
☐	☐	UNLICENSED

★ DRIVER FACTORS

DRIVER

#1	#2	
☐	☑	NONE
☐	☐	CELL PHONE USE
☐	☐	OBSTRUCTED VIEW
☐	☐	FAILED TO YIELD ROW
☑	☐	DISRGRD TRAF SIGN
☐	☐	TOO FAST FOR COND
☐	☐	MADE IMPROPER TURN
☐	☐	WRONG SIDE/WAY
☐	☐	FOLLOW TOO CLOSELY
☐	☐	IMPROPER LANE CHNG
☐	☐	IMPROPER BACKING
☐	☐	IMPROPER PASSING
☐	☐	IMPROPER SIGNAL
☐	☐	IMPROPER PARKING
☐	☐	FATIGUE / DROWSY
☐	☐	ILL / BLACKOUT
☐	☐	UNKNOWN
☐	☐	OTHER (Explain)

★ IMPAIRMENT

DRIVER

#1	#2	
☑	☑	NONE
☐	☐	UNDER INFL - DRUGS
☐	☐	UNDER INFL - ALCOHOL
☐	☐	UNDER INFL - MEDS
☐	☐	UNKNOWN

DETERMINED BY:

☐	☐	INTOXILYZER TEST
☐	☐	BLOOD OR URINE TEST
☐	☐	FIELD SOB. TEST
☐	☐	OBSERVED (SPEECH, ODOR, ETC.)
☐	☐	DRE EVALUATION
☑	☑	STATEMENTS
☐	☐	UNKNOWN
☐	☐	OTHER (Explain)

RESULTS OF TEST:

D1 _____% D2 _____%

☑	☑	NO TEST GIVEN
☐	☐	TEST REFUSED
☐	☐	TESTED FOR DRUGS
☐	☐	RESLTS NOT AVAILABLE

★VEH RELATED FACTORS

#1	#2	
☑	☑	NONE
☐	☐	BRAKES
☐	☐	STEERING
☐	☐	POWER PLANT
☐	☐	SUSPENSION
☐	☐	TIRES
☐	☐	EXHAUST
☐	☐	LIGHTS
☐	☐	SIGNALS
☐	☐	WINDOWS / WINDSHLD
☐	☐	RESTRAINT SYSTEM
☐	☐	WHEELS
☐	☐	COUPLING
☐	☐	CARGO
☐	☐	OTHER

VEHICLE MOVEMENT

#1	#2	
☐	☐	BACKING
☐	☐	STOPPED
☑	☑	STRAIGHT AHEAD
☐	☐	TURNING RIGHT
☐	☐	TURNING LEFT
☐	☐	MAKING U-TURN
☐	☐	ENTER TRAFFIC LANE
☐	☐	LEAVE TRAFFIC LANE
☐	☐	OVERTAKING
☐	☐	CHANGING LANES
☐	☐	AVOIDING MANEUVER
☐	☐	MERGING
☐	☐	PARKING
☐	☐	NEGOTIATING A CURVE
☐	☐	OTHER

TRAILER TYPE

#1	#2	
☐	☐	LOG BUNK
☐	☐	SEMITRAILER
☐	☐	POLE TRAILER
☐	☐	FULL TRAILER
☐	☐	MOBILE HOME
☐	☐	UTILITY TRAILER
☐	☐	TRAVEL TRAILER
☐	☐	BOAT TRAILER
☐	☐	FARM EQUIPMENT
☐	☐	HORSE TRAILER
☐	☐	VEHICLE IN TOW
☐	☐	OTHER / UNKNOWN

TRUCK CONFIGURATION

#1	#2	
☐	☐	TRUCK (2 or 3 AXLE)
☐	☐	TRUCK / TRACTOR-SEMI
☐	☐	TRUCK and TRAILER
☐	☐	DOUBLE TRAILERS
☐	☐	TRIPLE TRAILERS
☐	☐	DROMEDARY and SEMI
☐	☐	HEAVY HAUL CONFIG
☐	☐	BUS
☐	☐	OTHER (Explain)

★ PASSENGER FACTORS

UNIT #1

PASS #1	PASS #2	
☑	☑	NONE
☐	☐	INTERFERED w/DRIVER
☐	☐	UNDER INFL - DRUGS
☐	☐	UNDER INFL - ALCOHOL
☐	☐	UNKNOWN
☐	☐	OTHER (Explain)

UNIT #2

PASS #1	PASS #2	
☑	☑	NONE
☐	☐	INTERFERED w/DRIVER
☐	☐	UNDER INFL - DRUGS
☐	☐	UNDER INFL - ALCOHOL
☐	☐	UNKNOWN
☐	☐	OTHER (Explain)

PEDESTRIAN LOCATION

IN ROAD
- ☐ IN X-WALK
- ☐ NOT IN X-WALK
- ☐ NO X-WALK AVAILABLE

INTERSECTION
- ☐ IN X-WALK
- ☐ NOT IN X-WALK
- ☐ NO X-WALK AVAILABLE

OTHER
- ☐ NOT IN ROADWAY
- ☐ SHOULDER
- ☐ MEDIAN
- ☐ BIKE LANE
- ☐ UNKNOWN

PEDESTRIAN TYPE
- ☐ NONE
- ☐ PEDESTRIAN
- ☐ BICYCLIST
- ☐ CONVEYANCE
- ☐ WHEELCHAIR
- ☐ ANIMAL RIDER
- ☐ RIDER of ANIM DRAWN VEH
- ☐ UNKNOWN
- ☐ OTHER (Explain)

★ PEDESTRIAN ACTION
- ☐ ENTER / CROSS ROAD
- ☐ WALK / RIDE w/TRAFF
- ☐ WALK / RIDE AGAINST
- ☐ STEP ON / OFF VEHICLE
- ☐ STEP ON / OFF SCH BUS
- ☐ APPRCH / LEAVE SC BUS
- ☐ APPROACH / LEAVE VEH
- ☐ WORK / PUSHING VEHICLE
- ☐ OTHER WORKING
- ☐ PLAYING
- ☐ STANDING
- ☐ LYING DOWN
- ☐ UNKNOWN

PED / BIKE VISIBILITY

CLOTHING
- ☐ NO CONTRAST w/BKGRND
- ☐ CONTRASTED w/BKGRND
- ☐ REFLECTIVE

OTHER
- ☐ OTHER LIGHT SOURCE
- ☐ UNKNOWN

★ PED / BIKE FACTORS
- ☐ NONE
- ☐ FAILED TO YIELD ROW
- ☐ DISREGARD TRAFFIC SIGN
- ☐ ILLEGALLY IN ROAD
- ☐ EQUIPMENT VIOLATION
- ☐ CLOTHING NOT VISIBLE
- ☐ UNDER INFL - DRUGS
- ☐ UNDER INFL - ALCOHOL
- ☐ UNKNOWN
- ☐ OTHER (Explain)

SKETCH & NARRATIVE

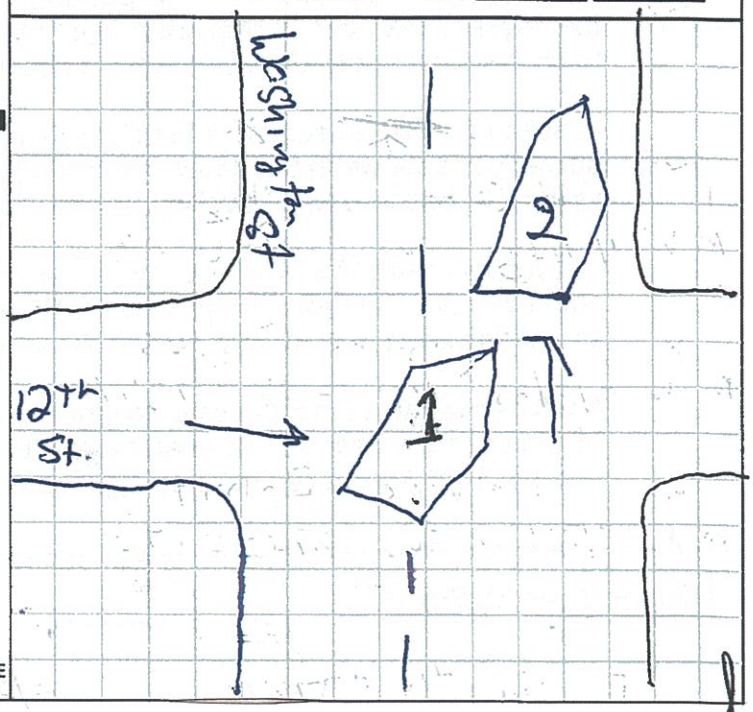
North

(NOT TO SCALE)

UNIT 1 2

SKID MARKS TO (FEET) _____ _____

DISTANCE AFTER (FEET) _____ _____



C.L.A.S.S.
OREGON CITY POLICE DEPT.
320 Warner Milne Road,
Oregon City, Oregon 97045
Continuation Report

Case # 09-2744

Traffic Crash

MENTIONED

[redacted]

ACTION TAKEN

On August 23, 2009 at about 6:30 p.m. we responded to the intersection of Washington St. and 12th St. on a report of a traffic crash. When we arrived on scene, paramedics told me there were no injuries.

[redacted] He stated he was travelling north on Washington St. and when he was passing through the intersection of Washington and 12th St., the driver of the Ford Taurus passenger car, hit him broad-side. He said it caused his vehicle to hit the power pole at that location. I observed no damage to the pole.

I spoke with the passenger [redacted] He said he was in the front-passenger seat when the driver, his mother, "missed the stop sign" and hit the [redacted] she was travelling "twenty-something" miles per hour prior to the crash.

[redacted]

[redacted]

After interviewing the people involved, I issued [redacted] a traffic citation for Failure to Obey a Traffic Control Device. I explained to her that she disregarded not only the posted stop sign, but also the flashing red beacon in the intersection.

Both vehicles were towed from the scene by Buds Towing.

ACTION RECOMMENDED

Forward to DMV

DMV

OREGON POLICE TRAFFIC CRASH REPORT

PAGE 1 OF 2

POLICE INCIDENT / CASE NUMBER	CRASH DATE	DAY OF WEEK	CRASH TIME	POLICE NOTIFIED	POLICE ARRIVAL	DMV FILE NUMBER
09-867	030909	(M) T W TH F S SN	2008 AM PM	2008 AM PM	2009 AM PM	

COUNTY	ROAD ON WHICH CRASH OCCURRED	LATITUDE	LONGITUDE	MILE POST	DMV CODE
CLACKAMAS	WASHINGTON ST				

☐ WITHIN ____ FEET N S ☐ NEAR ____ MILES E W OF NEAREST INTERSECTING ROAD: 12TH ST

☐ WITHIN ____ FEET N S ☐ NEAR ____ MILES E W OF NEAREST CITY / TOWN: OREGON CITY

☐ PROPERTY DAMAGE ☐ PUBLIC PROPERTY DAMAGE ESTIMATE: ☐ UNDER $1500 ☐ OVER $1500 ☒ UNKNOWN

☐ HAZ. MATERIALS ☐ PHOTOS TAKEN ☐ TRAIN R/R ☐ TRUCK / BUS

UNIT #1

NAME (LAST, FIRST, MIDDLE): UNKNOWN HIT + RUN

DRIVER LICENSE NUMBER | STATE | SEX | RACE | DOB

PED / BIC / PRK / PRP — ADDRESS

PHONE: ☐ HOME ☐ WORK ☐ CELL ( )

VEHICLE OWNER ☐ SAME

PHONE: ☐ HOME ☐ WORK ☐ CELL ( )

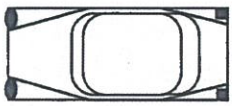
FIRE Y N	STD SPD	PST SPD	INSURANCE COMPANY ☐ NONE	INSURANCE POLICY NUMBER

EJECTED Y P N	EXTRCTD Y N	VEHICLE IDENTIFICATION NUMBER (VIN)	LICENSE PLATE NUMBER	STATE	YEAR	MAKE	MODEL	STYLE	COLOR

VEHICLE TOWED DUE TO VEHICLE DAMAGE Y N ☐ UNKNOWN BY: TO:

DRIVER TAKEN: Y N ☐ UNKNOWN BY: TO:

VEHICLE DAMAGE — FRONT



USE ARROW TO SHOW FIRST IMPACT (SHADE IN DAMAGED AREA)

MARK ALL THAT APPLY: DAMAGE ESTIMATE ☐ NONE ☐ UNDER $1500 ☐ OVER $1500 ☐ ROLLOVER ☐ UNDERCAR ☐ TOTALED ☐ UNKNOWN

INJURY: ☐ NONE ☐ COMPLAINT OF PAIN ☐ VISIBLE INJURY ☐ INCAPACITATED ☐ FATAL

EQUIPMENT: ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

ACTION / ARREST / CITES

HIT AND RUN

SUSPECT NAME: UNKNOWN | AKA | IN CUSTODY Y (N)

ADDRESS

SEX	RACE	DOB	HT	WT	HAIR	EYES	LOCAL ID

OTHER INFORMATION: SMALLER CAR, UNK PLATE

UNIT #2

NAME (LAST, FIRST, MIDDLE): [redacted]

DRIVER LICENSE NUMBER | STATE | SEX | RACE | DOB: [redacted]

PED / BIC / PRK / PRP — [redacted]

PHONE: ☐ HOME ☐ WORK ☐ CELL ( )

☒ SAME

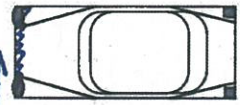
FIRE Y (N)	STD SPD —	PST SPD 25	INSURANCE ☐ NONE [redacted]

EJECTED Y P (N)	EXTRCTD Y (N)	[redacted]

VEHICLE TOWED DUE TO VEHICLE DAMAGE Y (N) ☐ UNKNOWN BY: TO:

DRIVER TAKEN: Y (N) ☐ UNKNOWN BY: TO:

VEHICLE DAMAGE — FRONT



MARK ALL THAT APPLY: DAMAGE ESTIMATE ☐ NONE ☐ UNDER $1500 ☐ OVER $1500 ☐ ROLLOVER ☐ UNDERCAR ☐ TOTALED ☒ UNKNOWN

INJURY: ☐ NONE ☒ COMPLAINT OF PAIN ☐ VISIBLE INJURY ☐ INCAPACITATED ☐ FATAL

EQUIPMENT: ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☒ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

ACTION / ARREST / CITES —

[redacted]

[redacted]

INJURY ☐ COMPLAINT OF PAIN ☐ INCAPACITATED ☐ NONE ☐ VISIBLE INJURY ☐ FATAL | LOCATION LF CF RF LR CR RR | OTHER: | EJECTED Y P N | EXTRCTD Y N

EQUIPMENT ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

ADDRESS

☐ WITNESS

SEX	RACE	DOB	PHONE: ☐ HOME ☐ WORK ☐ CELL ( )

INJURY ☐ COMPLAINT OF PAIN ☐ INCAPACITATED ☐ NONE ☐ VISIBLE INJURY ☐ FATAL | LOCATION LF CF RF LR CR RR | OTHER: | EJECTED Y P N | EXTRCTD Y N

PASSENGER TAKEN: Y N ☐ UNKNOWN BY: TO:

EQUIPMENT ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

UNIT # ☐ PASSENGER NAME ☐ WITNESS

ADDRESS

SEX	RACE	DOB	PHONE: ☐ HOME ☐ WORK ☐ CELL ( )

INJURY ☐ COMPLAINT OF PAIN ☐ INCAPACITATED ☐ NONE ☐ VISIBLE INJURY ☐ FATAL | LOCATION LF CF RF LR CR RR | OTHER: | EJECTED Y P N | EXTRCTD Y N

PASSENGER TAKEN: Y N ☐ UNKNOWN BY: TO:

EQUIPMENT ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

DISTRIBUTION: DMV

OFFICER NAME / NUMBER	DATE	AGENCY	APPROVED BY
CRIVELLONE	3-9-9	OREGON CITY PD	

735-46 (6-07) STK# 300017

POLICE INCIDENT / CASE NUMBER	EMS NOTIFIED	EMS ARRIVAL	LOCAL CODES					PAGE	OF
09-867	AM PM	AM PM	A	B	C	D	E		

Check ONE box in all categories. Check ALL boxes that apply in categories with (★).

FIRST HARMFUL EVENT

NON COLLISION
- ☐ OVERTURN
- ☐ FIRE / EXPLOSION
- ☐ IMMERSION
- ☐ GAS INHALATION
- ☐ OTHER NON COLLISION
- ☐ MEDICAL (Explain)

COLLISION WITH
- ☐ PEDESTRIAN
- ☐ PARKED MOTOR VEHICLE
- ☐ RAILWAY TRAIN
- ☐ BICYCLIST

CRASH TYPE
- ☐ HEAD ON
- ☐ REAR END
- ☐ ANGLE
- ☐ SIDESWIPE
- ☐ MANNER UNKNOWN

FIXED OBJECT
- ☐ BARRICADE
- ☐ BOULDER / ROCK
- ☐ BRIDGE O/PASS or RAILING
- ☐ BUILDING
- ☐ CULVERT HEADWALL
- ☐ CURBING
- ☐ DITCH
- ☐ DIVIDER - CNCRT or STEEL
- ☐ FENCE - NOT MEDIAN
- ☐ FIRE HYDRANT
- ☐ HIGHWAY GUARDRAIL
- ☐ HIGHWAY SIGN
- ☐ IMPACT ABSORBER
- ☐ LIGHT STANDARD
- ☐ MAILBOX
- ☐ OVERHEAD SIGN POST
- ☐ OVERHEAD STRUCTURE
- ☐ PIER or COLUMN
- ☐ RETAINING WALL
- ☐ SIDESLOPE EARTH
- ☐ SIDESLOPE ROCK or STONE
- ☐ TRAFFIC SIGNAL POST
- ☐ TREE
- ☐ UNDERPASS TUNNEL
- ☐ UTILITY POLE
- ☐ OTHER FIXED (Explain)

OTHER OBJECT (NOT FIXED)
- ☐ ANIMAL
- ☐ THROWN / FALLING OBJECT
- ☐ UNKNOWN
- ☐ OTHER OBJECT (Explain)

EVENT LOCATION

ON ROADWAY
- ☐ NON-INTERSECTION
- ☐ INTERSECTION
- ☐ INTERSECTION RELATED
- ☐ DRIVEWAY ACCESS
- ☐ INTERCHANGE AREA
- ☐ RAILROAD CROSSING
- ☐ BRIDGE
- ☐ TUNNEL
- ☐ OTHER ON-ROAD AREA

OFF ROADWAY
- ☐ SHOULDER
- ☐ TURNOUT
- ☐ ROADSIDE
- ☐ BEYOND RIGHT OF WAY
- ☐ MEDIAN
- ☐ DRIVEWAY
- ☐ PRIVATE DRIVE
- ☐ RAILROAD CROSSING
- ☐ OTHER OFF ROAD
- ☐ PARKING LOT
- ☐ UNKNOWN

SPECIAL ZONE
- ☐ NONE
- ☐ CONSTRUCTION
- ☐ MAINTENANCE
- ☐ UTILITY
- ☐ SNOW
- ☐ SCHOOL
- ☐ UNKNOWN WORK
- ☐ OTHER

WEATHER
- ☐ CLEAR
- ☐ CLOUDY (OVERCAST)
- ☐ RAIN
- ☐ SNOW
- ☐ SLEET / HAIL / ETC
- ☐ FOG / SMOG
- ☐ SMOKE
- ☐ BLOWING SAND / DIRT
- ☐ SEVERE CROSSWIND
- ☐ OTHER / UNKNOWN

SURFACE CONDITION

#1	#2	
☐	☐	DRY
☐	☐	WET
☐	☐	SNOW / SLUSH
☐	☐	ICY
☐	☐	MUDDY
☐	☐	DEBRIS
☐	☐	RUTS / HOLES / BUMPS
☐	☐	WORN / POLISHED
☐	☐	LOW / SOFT SHOULDER
☐	☐	OTHER (Explain)

SURFACE TYPE

#1	#2	
☐	☐	CONCRETE
☐	☐	BLACKTOP / ASPHALT
☐	☐	GRAVEL
☐	☐	DIRT
☐	☐	OTHER

LIGHT
- ☐ FULL DAYLIGHT
- ☐ DAWN
- ☐ DUSK
- ☒ DARK - LIGHTED WAY
- ☐ DARK - NOT LIGHTED
- ☐ UNKNOWN

TRAFFIC CONTROL TYPE

#1	#2	
☐	☐	NONE
☐	☐	SCHOOL BUS LIGHTS
☐	☐	OFFICER / CROSSING GUARD or FLAGGER
☐	☐	TRAFFIC SIGNAL w/ PEDESTRIAN CONTROL
☐	☐	TRAFFIC SIGNAL
☐	☒	FLASHING BEACON
☒	☐	STOP SIGN
☐	☐	YIELD SIGN
☐	☐	RR CROSSING GATES
☐	☐	RR CROSSING BUCKS
☐	☐	RR FLASHING SIGNAL
☐	☐	RR CROSSING w/ PAVEMENT MARKINGS
☐	☐	LANE CONTRLS / LINES / STRIPES / DEVICES
☐	☐	SCHOOL SIGNAL
☐	☐	OTHER REG SIGN
☐	☐	TURN LANES
☐	☐	UNKNOWN

TRAFFIC CONTROL DEVICE CONDITION

#1	#2	
☒	☒	NO MALFUNCTION
☐	☐	DOWN / MISSING
☐	☐	TURNED FROM PROPER POSITION
☐	☐	OBSCURED BY OTHER SIGNS
☐	☐	OBSCURED BY PARKED VEHICLE
☐	☐	OBSCURED BY VEGETATION
☐	☐	LIGHTS MALFUNCTION
☐	☐	LIGHTS STUCK
☐	☐	GATES INOPERATIVE
☐	☐	GATE ARM MISSING
☐	☐	OTHER RR MALFUNCTN
☐	☐	OTHER IMPAIRMENT
☐	☐	UNKNOWN

ROAD CHARACTER

#1	#2	
☐	☐	STRAIGHT and LEVEL
☒	☒	STRAIGHT w/ GRADE
☐	☐	CURVED and LEVEL
☐	☐	CURVED w/ GRADE

VEH #1 —— NUMBER OF LANES

VEH #2 —— NUMBER OF LANES

—— TOTAL NUMBER OF LANES

ROAD FLOW

#1	#2	
☐	☐	ONE WAY TRAFFIC
☒	☒	NOT PHYSLY DIVIDED

MEDIAN TYPE
- ☐ ☐ UNPAVED
- ☐ ☐ BARRIER
- ☐ ☐ PAVED
- ☐ ☐ CONT LEFT TURN

DRIVER LICENSE VIOLATION

DRIVER #1	DRIVER #2	
☒	☒	NONE
☐	☐	INSTRUCTION PERMIT
☐	☐	LICENSE RESTRICTION
☐	☐	EXPIRED LICENSE
☐	☐	OUT OF CLASS
☐	☐	SUSPNDED / REVOKED
☐	☐	UNLICENSED

★ DRIVER FACTORS

DRIVER #1	DRIVER #2	
☐	☒	NONE
☐	☐	CELL PHONE USE
☒	☐	OBSTRUCTED VIEW
☐	☐	FAILED TO YIELD ROW
☐	☐	DISRGRD TRAF SIGN
☐	☐	TOO FAST FOR COND
☐	☐	MADE IMPROPER TURN
☐	☐	WRONG SIDE/WAY
☐	☐	FOLLOW TOO CLOSELY
☐	☐	IMPROPER LANE CHNG
☐	☐	IMPROPER BACKING
☐	☐	IMPROPER PASSING
☐	☐	IMPROPER SIGNAL
☐	☐	IMPROPER PARKING
☐	☐	FATIGUE / DROWSY
☐	☐	ILL / BLACKOUT
☐	☐	UNKNOWN
☐	☐	OTHER (Explain)

★ IMPAIRMENT

DRIVER #1	DRIVER #2	
☐	☒	NONE
☐	☐	UNDER INFL - DRUGS
☐	☐	UNDER INFL - ALCOHOL
☐	☐	UNDER INFL - MEDS
☒	☐	UNKNOWN

DETERMINED BY:

☐	☐	INTOXILYZER TEST
☐	☐	BLOOD OR URINE TEST
☐	☐	FIELD SOB. TEST
☐	☐	OBSERVED (SPEECH, ODOR, ETC.)
☐	☐	DRE EVALUATION
☐	☐	STATEMENTS
☐	☐	UNKNOWN
☐	☐	OTHER (Explain)

RESULTS OF TEST:

D1 ____% D2 ____%

☐	☐	NO TEST GIVEN
☐	☐	TEST REFUSED
☐	☐	TESTED FOR DRUGS
☐	☐	RESLTS NOT AVAILABLE

★ VEH RELATED FACTORS

#1	#2	
☒	☒	NONE
☐	☐	BRAKES
☐	☐	STEERING
☐	☐	POWER PLANT
☐	☐	SUSPENSION
☐	☐	TIRES
☐	☐	EXHAUST
☐	☐	LIGHTS
☐	☐	SIGNALS
☐	☐	WINDOWS / WINDSHLD
☐	☐	RESTRAINT SYSTEM
☐	☐	WHEELS
☐	☐	COUPLING
☐	☐	CARGO
☐	☐	OTHER

VEHICLE MOVEMENT

#1	#2	
☐	☐	BACKING
☐	☐	STOPPED
☒	☒	STRAIGHT AHEAD
☐	☐	TURNING RIGHT
☐	☐	TURNING LEFT
☐	☐	MAKING U-TURN
☐	☐	ENTER TRAFFIC LANE
☐	☐	LEAVE TRAFFIC LANE
☐	☐	OVERTAKING
☐	☐	CHANGING LANES
☐	☐	AVOIDING MANEUVER
☐	☐	MERGING
☐	☐	PARKING
☐	☐	NEGOTIATING A CURVE
☐	☐	OTHER

TRAILER TYPE

#1	#2	
☐	☐	LOG BUNK
☐	☐	SEMITRAILER
☐	☐	POLE TRAILER
☐	☐	FULL TRAILER
☐	☐	MOBILE HOME
☐	☐	UTILITY TRAILER
☐	☐	TRAVEL TRAILER
☐	☐	BOAT TRAILER
☐	☐	FARM EQUIPMENT
☐	☐	HORSE TRAILER
☐	☐	VEHICLE IN TOW
☐	☐	OTHER / UNKNOWN

TRUCK CONFIGURATION

#1	#2	
☐	☐	TRUCK (2 or 3 AXLE)
☐	☐	TRUCK / TRACTOR-SEMI
☐	☐	TRUCK and TRAILER
☐	☐	DOUBLE TRAILERS
☐	☐	TRIPLE TRAILERS
☐	☐	DROMEDARY and SEMI
☐	☐	HEAVY HAUL CONFIG
☐	☐	BUS
☐	☑	OTHER (Explain)

★ PASSENGER FACTORS

UNIT #1

PASS #1	PASS #2	
☐	☒	NONE
☐	☐	INTERFERED w/DRIVER
☐	☐	UNDER INFL - DRUGS
☐	☐	UNDER INFL - ALCOHOL
☒	☐	UNKNOWN
☐	☐	OTHER (Explain)

UNIT #2

PASS #1	PASS #2	
☒	☒	NONE
☐	☐	INTERFERED w/DRIVER
☐	☐	UNDER INFL - DRUGS
☐	☐	UNDER INFL - ALCOHOL
☐	☐	UNKNOWN
☐	☐	OTHER (Explain)

PEDESTRIAN LOCATION

IN ROAD
- ☐ IN X-WALK
- ☐ NOT IN X-WALK
- ☐ NO X-WALK AVAILABLE

INTERSECTION
- ☐ IN X-WALK
- ☐ NOT IN X-WALK
- ☐ NO X-WALK AVAILABLE

OTHER
- ☐ NOT IN ROADWAY
- ☐ SHOULDER
- ☐ MEDIAN
- ☐ BIKE LANE
- ☐ UNKNOWN

PEDESTRIAN TYPE
- ☐ NONE
- ☐ PEDESTRIAN
- ☐ BICYCLIST
- ☐ CONVEYANCE
- ☐ WHEELCHAIR
- ☐ ANIMAL RIDER
- ☐ RIDER of ANIM DRAWN VEH
- ☐ UNKNOWN
- ☐ OTHER (Explain)

★ PEDESTRIAN ACTION
- ☐ ENTER / CROSS ROAD
- ☐ WALK / RIDE w/TRAFF
- ☐ WALK / RIDE AGAINST
- ☐ STEP ON / OFF VEHICLE
- ☐ STEP ON / OFF SCH BUS
- ☐ APPRCH / LEAVE SC BUS
- ☐ APPROACH / LEAVE VEH
- ☐ WORK / PUSHING VEHICLE
- ☐ OTHER WORKING
- ☐ PLAYING
- ☐ STANDING
- ☐ LYING DOWN
- ☐ UNKNOWN

PED / BIKE VISIBILITY

CLOTHING
- ☐ NO CONTRAST w/BKGRND
- ☐ CONTRASTED w/BKGRND
- ☐ REFLECTIVE

OTHER
- ☐ OTHER LIGHT SOURCE
- ☐ UNKNOWN

★ PED / BIKE FACTORS
- ☒ NONE
- ☐ FAILED TO YIELD ROW
- ☐ DISREGARD TRAFFIC SIGN
- ☐ ILLEGALLY IN ROAD
- ☐ EQUIPMENT VIOLATION
- ☐ CLOTHING NOT VISIBLE
- ☐ UNDER INFL - DRUGS
- ☐ UNDER INFL - ALCOHOL
- ☐ UNKNOWN
- ☐ OTHER (Explain)

SKETCH & NARRATIVE

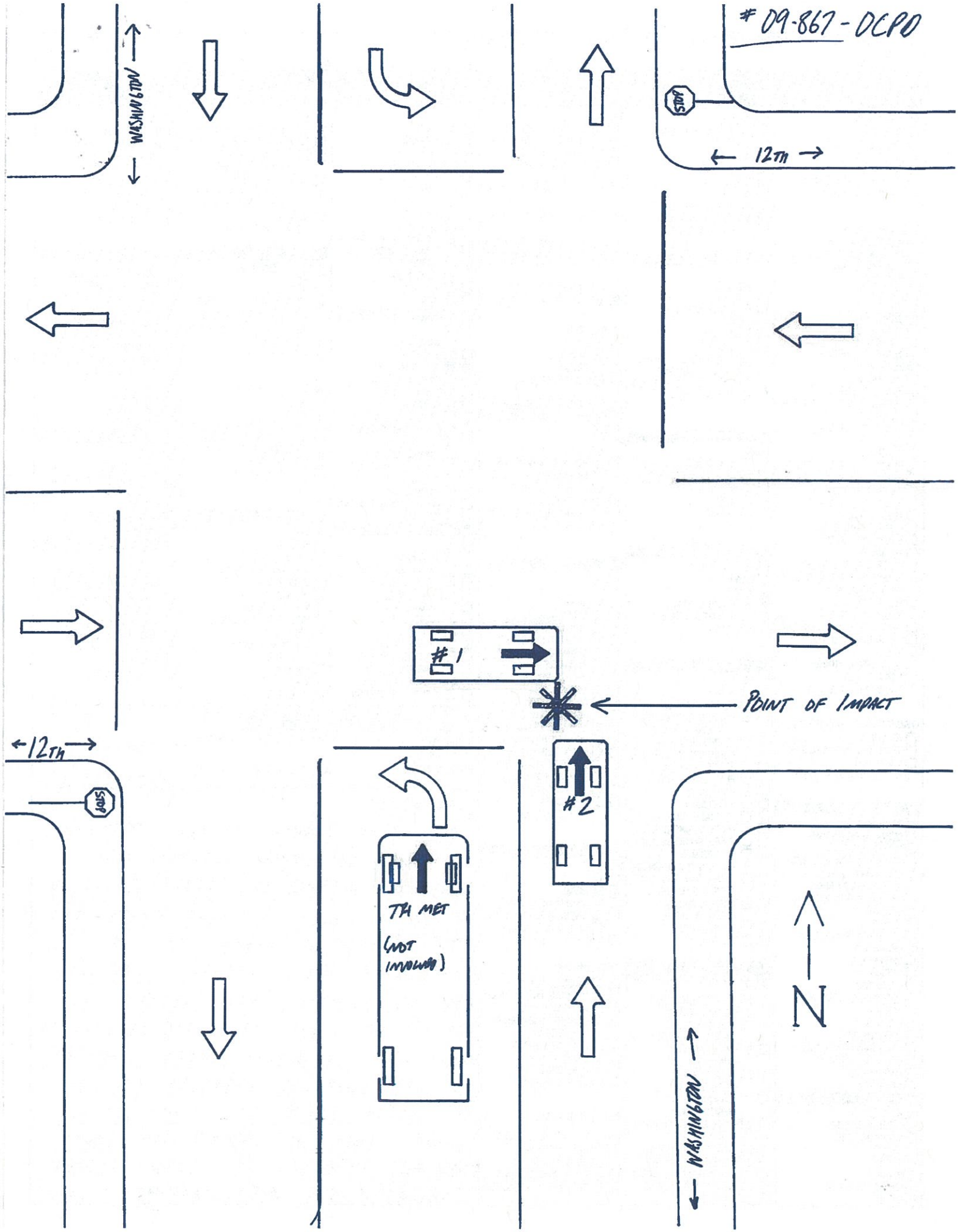
North

(NOT TO SCALE)

UNIT	1	2
SKID MARKS TO (FEET)		
DISTANCE AFTER (FEET)		

SUMMARY:

ON 3-9-9 AROUND 8:02pm DRIVER #2 WAS NB WASHINGTON CROSSING THE 12TH ST INTERSECTION. DRIVER #1 FAILED TO YIELD RIGHT OF WAY CAUSING THE FRONT BUMPER OF VEHICLE #2 TO SIDE SWIPE THE PASSENGER SIDE OF VEH #1. VEHICLE #2 WAS HEADING EB ON 12TH AT WASHINGTON. VEHICLE #1 WAS AN UNKNOWN MAKE SMALLER CAR. THE WITNESS REPORTED IT TO BE GREEN, DRIVER #2 SAID IT WAS SILVER AND I FOUND RED PAINT TRANSFER. VEHICLE #1 WAS NEVER LOCATED./ ACTION REC: FORWARD TO DMV


#09-867-OCPD
WASHINGTON
STOP
12TH
#1
POINT OF IMPACT
#2
TH MET
(NOT
INVOLVED)
N

DKS Associates
TRANSPORTATION SOLUTIONS

Traffic Signal Warrant Analysis

TRAFFIC SIGNAL WARRANT ANALYSIS

PROJECT LOCATION/CHARACTERISTICS

Major Street: SE Washington Street

Minor Street: SE 12th Street

Number of lanes on each approach of major street: 1
Number of lanes on each approach of minor street: 1

85th percentile speed of major-street traffic ≥ 40 mph ☐

-or-

In built-up area of an isolated community of < 10,000 pop. ☐, then use Rural Requirements

Analysis Scenario (Year): 2010

Date of Analysis: April 15, 2010

SUMMARY OF RESULTS

WARRANT 1:	Eight-Hour Vehicular Volume	☐ YES	☒ NO
WARRANT 2:	Four-Hour Vehicular Volume	☐ YES	☒ NO
WARRANT 3:	Peak Hour	☐ YES	☒ NO
WARRANT 4:	Pedestrian Volume	☐ YES	☒ NO
WARRANT 5:	School Crossing	☐ YES	☒ NO
WARRANT 6:	Coordinated Signal System	☐ YES	☒ NO
WARRANT 7:	Crash Experience	☐ YES	☒ NO
WARRANT 8:	Roadway Network	☐ YES	☒ NO

TRAFFIC SIGNAL INSTALLATION RECOMMENDED ☐ **YES** ☒ **NO**

Other Outstanding Issues

1. Recommendation has been given to clear ground foliage in order to provide adequate sight distance from the west leg of the subject intersection.
2. The State guidelines for calculating right-turn discount on minor street volumes was determined to be too aggressive for the subject intersection. The right-turn discount rate applied for calculations of Warrants 1, 2, and 3 was limited to 33% for this analysis.

WARRANT 1: Eight-Hour Vehicular Volume

	100% SATISFIED	80% SATISFIED	70% SATISFIED	56% SATISFIED
Condition A:	☐ YES ☒ NO		☐ YES ☒ NO	
Condition B:	☐ YES ☒ NO		☐ YES ☒ NO	
Conditions A & B:		☐ YES ☒ NO		☐ YES ☒ NO

Condition A – Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1.....	1.....	500	400	350	280	150	120	105	84
2 or more...	1.....	600	480	420	336	150	120	105	84
2 or more...	2 or more...	600	480	420	336	200	160	140	112
1.....	2 or more...	500	400	350	280	200	160	140	112

Condition B – Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1.....	1.....	750	600	525	420	75	60	53	42
2 or more...	1.....	900	720	630	504	75	60	53	42
2 or more...	2 or more...	900	720	630	504	100	80	70	56
1.....	2 or more...	750	600	525	420	100	80	70	56

[a] Basic minimum hourly volume.
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures.
[c] May be used when the major street speed exceeds 40 mph (70 km/h) or in an isolated community with a population of less than 10,000.
[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major street speed exceeds 40 mph (70 km/h) or in an isolated community with a population of less than 10,000.

Warrant 1 Worksheet

	Eight Highest Hours (1st – 8th)							
	1	2	3	4	5	6	7	8
Time Period (Hour)	4:00 PM	5:00 PM	3:00 PM	2:00 PM	1:00PM	7:00AM	12:00 PM	6:00 PM
Major Street (Both Approaches)	1055	1027	962	892	823	825	739	745
Minor Street (Highest Approach)	81	86	78	77	68	31	86	61

WARRANT 2: Four-Hour Vehicular Volume

SATISFIED ☐ YES ☒ NO

Warrant 2 Worksheet

	Approach Lanes		Four Highest Hours (1st – 4th)			
	1	2 or more	1	2	3	4
Time Period (Hour)			4:00 PM	5:00 PM	3:00 PM	2:00 PM
Major Street (Both Approaches)	X		1055	1027	962	892
Minor Street (Highest Approach)	X		81	86	78	77

* Refer to MUTCD Figure 4C-1 (Standard) or Figure 4C-2 (70% Factor)

WARRANT 3: Peak Hour

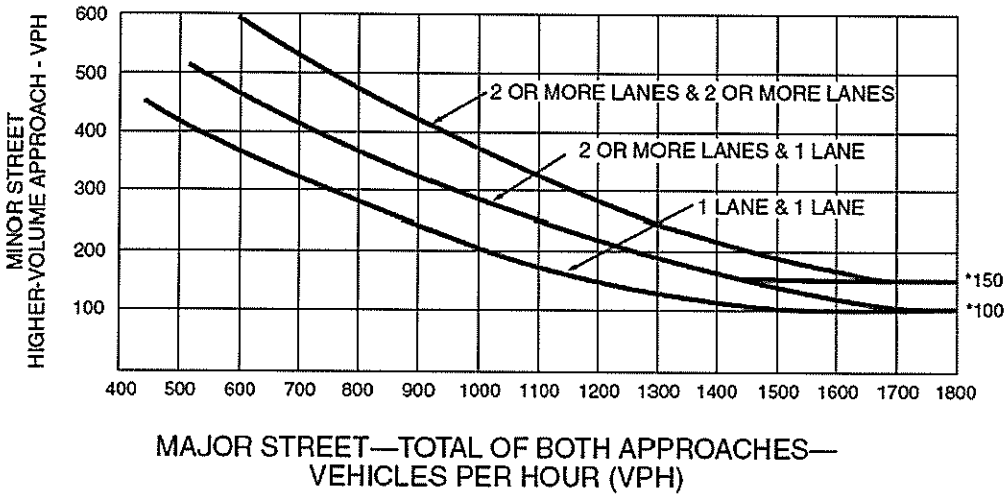
SATISFIED ☐ YES ☒ NO

REQUIREMENT FOR 1 HOUR (any four consecutive 15-minute periods)		FULFILLED
	FULFILLED	
Total stopped time delay on one minor-street approach (one direction only) controlled by a stop sign exceeds 4 veh-hr for one-lane approach or 5 veh-hr for two-lane approach; AND	Yes ☐ No ☒	Yes ☐ No ☒
Volume on same minor-street approach (one direction only) equals or exceeds 100 vph for one moving lane or 150 vph for two moving lanes; AND	Yes ☐ No ☒	
Total entering volume equals or exceeds 650 vph for intersections with three approaches or 800 vph for intersections with four or more approaches.	Yes ☒ No ☐	
Requirements of MUTCD Figure 4C-3 (Standard) or Figure 4C-4 (70% Factor), if applicable, are met.		Yes ☐ No ☒

Warrant 3 Worksheet

	Approach Lanes		Peak Hour Volumes	
	1	2 or more	AM Peak	PM Peak
Time Period (Hour)			7:20-8:20	16:35-17:35
Major Street (Both Approaches)	X		865	1,105
Minor Street (Highest Approach)	X		55	127

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 4: Pedestrian Volume

100% SATISFIED ☐ YES ☒ NO

REQUIREMENT	FULFILLED
Pedestrian volume crossing the major street is 100 or more for each of any four hours or is 190 or more during any one hour; AND	Yes ☐ No ☒
There are less than 60 gaps per hour in the traffic stream of adequate length for pedestrians to cross during the same period when the pedestrian volume criterion is satisfied; AND	Yes ☐ No ☒
The nearest traffic signal along the major street is greater than 300 feet (90 meters); AND	Yes ☒ No ☐
The new traffic signal would not unduly restrict platooned flow of traffic.	Yes ☒ No ☐

Note: The first requirement above may be reduced by as much as 50 percent of values when the predominant pedestrian crossing speed is below 4 ft/sec (1.2 m/sec).

WARRANT 5: School Crossing

NOT APPLICABLE ☒
WARRANT SATISFIED ☐

REQUIREMENT	FULFILLED
A traffic control signal may be warranted at an established school crossing when a traffic engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of school children at the school crossing shows that the number of adequate gaps in the traffic stream during the period when the children are using the crossing is less than the number of minutes in the same period and there are a minimum of 20 students during the highest crossing hour; AND	Yes ☐ No ☒
The nearest traffic signal along the major street is greater than 300 feet (90 meters); AND	Yes ☒ No ☐
The new traffic signal would not unduly restrict platooned flow of traffic.	Yes ☒ No ☐

WARRANT 6: Coordinated Signal System

100% SATISFIED ☐ YES ☒ NO

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	FULFILLED
> 1,000 feet (300 meters) to adjacent signal	N 600ft, S 1,530ft, E N/Aft, W 609ft	Yes ☐ No ☒
On a one-way street or a street with predominately unidirectional traffic, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning and speed control, OR		Yes ☐ No ☐
On a two-way street, adjacent signals do not provide the necessary degree of platooning and speed control and the proposed and adjacent signals could constitute a progressive signal system.		

WARRANT 7: Crash Experience

100% SATISFIED ☐ YES ☒ NO

REQUIREMENTS	WARRANT	FULFILLED
ONE WARRANT SATISFIED 80 %	Warrant 1: Eight-Hour Vehicular Volume (Conditions A and B); OR	Yes ☐ No ☒
	Warrant 4: Pedestrian Volume	
Adequate trial of less restrictive remedies has failed to reduce the accident frequency; AND		Yes ☐ No ☒
Signal will not seriously disrupt progressive traffic flow; AND		Yes ☒ No ☐
5 or more accidents susceptible to correction by traffic signal control occurring within a 12-month period and involving injury or property damage exceeding the applicable requirements for a reportable accident.		Yes ☐ No ☒
Minimum Requirement	Number of Accidents	
5 or more accidents	3	

WARRANT 8: Roadway Network

100% SATISFIED ☐ YES ☒ NO

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES- ALL APPROACHES (Total existing or immediately projected)	FULFILLED
> 1,000 veh/hr entering intersection	During typical weekday peak hour 1,232 veh/hr and within five years meet one or more of Warrants 1,2, and 3 during an average day; OR	Yes ☐ No ☒
	During each of any 5 hours of a Sat and/or Sun veh/hr	

Characteristics of Major Routes	Major St	Minor St	
Part of a street or highway system serving as principal network for through traffic flow	X		Any Major Route characteristic met
Includes rural or suburban highways outside, entering, or traversing a city			Yes ☒ No ☐
Appears as major route on an official plan	X		

A 1% per year growth rate was assumed for five year volume projection