



Regular Session

RS

Milwaukie City Council

COUNCIL REGULAR SESSION

City Hall Council Chambers, 10501 SE Main Street
& Zoom Video Conference (www.milwaukieoregon.gov)

2398th Meeting**AGENDA**

MARCH 5, 2024

Council will hold this meeting in-person and through video conference. The public may attend the meeting by coming to City Hall or joining the Zoom webinar, or watch the meeting on the [city's YouTube channel](#) or Comcast Cable channel 30 in city limits. **For Zoom login** visit <https://www.milwaukieoregon.gov/citycouncil/city-council-regular-session-367>.

To participate in this meeting by phone dial 1-253-215-8782 and enter Webinar ID 895 1701 8421 and Passcode: 657661. To raise hand by phone dial *9.

Written comments may be delivered to City Hall or emailed to ocr@milwaukieoregon.gov. Council will take verbal comments.

Note: agenda item times are estimates and are subject to change.

Page #

1. **CALL TO ORDER** (6:00 p.m.)
 - A. **Pledge of Allegiance**
 - B. **Native Lands Acknowledgment**
2. **ANNOUNCEMENTS** (6:01 p.m.) **2**
3. **PROCLAMATIONS AND AWARDS**
 - A. **Women's History Month – Proclamation** (6:05 p.m.) **4**
4. **SPECIAL REPORTS**
 - A. **2023 Volunteer of the Year Award Selection** (6:15 p.m.) **6**
Staff: Jason Wachs, Community Engagement Coordinator
 - B. **29th Avenue Greenway – Report** (6:30 p.m.) **8**
Staff: Jennifer Garbely, City Engineer, and
Brandon Boutros, Civil Engineer
5. **COMMUNITY COMMENTS** (7:00 p.m.) **291**

To speak to Council, please submit a comment card to staff. Comments must be limited to city business topics that are not on the agenda. A topic may not be discussed if the topic record has been closed. All remarks should be directed to the whole Council. The presiding officer may refuse to recognize speakers, limit the time permitted for comments, and ask groups to select a spokesperson. **Comments may also be submitted in writing before the meeting, by mail, e-mail (to ocr@milwaukieoregon.gov), or in person to city staff.**

6. CONSENT AGENDA (7:05 p.m.)

Consent items are not discussed during the meeting; they are approved in one motion and any Council member may remove an item for separate consideration.

- | | |
|--|------------|
| A. Approval of Council Meeting Minutes of: | 319 |
| 1. February 6, 2024, work session, | |
| 2. February 6, 2024, regular session, and | |
| 3. February 8, 2024, special session. | |
| B. An Appointment to the Planning Commission – Resolution | 331 |
| C. An Appointment to the Transportation System Plan Advisory Committee (TSPAC) – Resolution | 334 |
| D. Renewal of a Tax Exemption for Low-Income Housing – Resolution | 337 |

7. BUSINESS ITEMS

- A. Milwaukie Bay Park Parking – Discussion (7:10 p.m.)**
Staff: Ann Ober, City Manager

8. PUBLIC HEARINGS

- A. None Scheduled.**

9. COUNCIL REPORTS

- A. Clackamas Cities Association Dinner – Discussion (cont.) (7:20 p.m.)**
Staff: Scott Stauffer, City Recorder
- B. Legislative and Regional Issues – Discussion (7:30 p.m.)**
Staff: Scott Stauffer, City Recorder

10. ADJOURNMENT (7:45 p.m.)

Meeting Accessibility Services and Americans with Disabilities Act (ADA) Notice

The city is committed to providing equal access to public meetings. To request listening and mobility assistance services contact the Office of the City Recorder at least 48 hours before the meeting by email at ocr@milwaukieoregon.gov or phone at 503-786-7502. To request Spanish language translation services email espanol@milwaukieoregon.gov at least 48 hours before the meeting. Staff will do their best to respond in a timely manner and to accommodate requests. Most Council meetings are broadcast live on the [city's YouTube channel](#) and Comcast Channel 30 in city limits.

Servicios de Accesibilidad para Reuniones y Aviso de la Ley de Estadounidenses con Discapacidades (ADA)

La ciudad se compromete a proporcionar igualdad de acceso para reuniones públicas. Para solicitar servicios de asistencia auditiva y de movilidad, favor de comunicarse a la Oficina del Registro de la Ciudad con un mínimo de 48 horas antes de la reunión por correo electrónico a ocr@milwaukieoregon.gov o llame al 503-786-7502. Para solicitar servicios de traducción al español, envíe un correo electrónico a espanol@milwaukieoregon.gov al menos 48 horas antes de la reunión. El personal hará todo lo posible para responder de manera oportuna y atender las solicitudes. La mayoría de las reuniones del Consejo de la Ciudad se transmiten en vivo en el [canal de YouTube de la ciudad](#) y el Canal 30 de Comcast dentro de los límites de la ciudad.

Executive Sessions

The City Council may meet in executive session pursuant to Oregon Revised Statute (ORS) 192.660(2); all discussions are confidential; news media representatives may attend but may not disclose any information discussed. Final decisions and actions may not be taken in executive sessions.



COUNCIL REGULAR SESSION

City Hall Council Chambers, 10501 SE Main Street
& Zoom Video Conference (www.milwaukieoregon.gov)

2398th Meeting

MINUTES

MARCH 5, 2024

Council Present: Councilors Shane Abma, Adam Khosroabadi, Rebecca Stavenjord, and Council President Robert Massey, and Mayor Lisa Batey

Staff Present: Brandon Boutros, Civil Engineer
Joseph Briglio, Community Development Director
Jennifer Garbely, City Engineer
Justin Gericke, City Attorney
Ann Ober, City Manager

Scott Stauffer, City Recorder
Jeff Tolentino, Assistant City Engineer
Jason Wachs, Community Engagement Coordinator

Mayor Batey called the meeting to order at 6:02 p.m.

1. CALL TO ORDER

A. Pledge of Allegiance.

B. Native Lands Acknowledgment.

2. ANNOUNCEMENTS

Mayor Batey announced upcoming activities, including a neighborhood parks construction kick-off event, Ledding Library events, a repair fair, a state transportation projects open house, and natural area clean-up events.

Ober announced that Police Chief Luke Strait would retire in early April, and Police Captain Ryan Burdick had been named the new chief.

Mayor Batey introduced a new part of regular session meetings, the reading of a Haiku poem, and invited the community to submit poems. **Batey** read a self-written Haiku.

3. PROCLAMATIONS AND AWARDS

A. ~~Women's History Month—Proclamation~~ (removed from the agenda)

Mayor Batey noted the proclamation had been rescheduled to the March 19 regular session.

4. SPECIAL REPORTS

A. 2023 Volunteer of the Year Award Selection

Wachs reviewed the award's history, nomination process and criteria, and noted how award recipients were recognized.

Council introduced the nominees and commended the nominees for their service. The nominees were Robby Bricker-Voyles, Christi Cawood, Pam Denham, Terri Geier-Bridell and Pam Denham, Heather Hobson, Charlotte Navarre, Stephanie Pino-Hess, Samantha Swindler, Dennis Ward, and Steven Watkins.

Council participated in an online ranked choice voting process. **Mayor Batey** announced that Samantha Swindler was the 2023 Volunteer of the Year award recipient and **Wachs** noted when Swindler would be recognized.

B. 29th Avenue Greenway – Report

Garbely provided an overview of the history of the 29th Avenue Greenway including a 2022 technical study conducted by Kittelson & Associates.

Boutros and **Garbely** discussed the city's use of the Manual of Uniform Traffic Control Devices (MUTCD) criteria for street projects like the 29th Avenue Greenway, noting staff's evaluation of 29th Avenue's need for stop signs and the number of crash incidents reported on all Milwaukie greenways. They remarked on existing conditions on 29th Avenue and what signage was called for based on the city's Transportation System Plan (TSP) street type designation. They reported that staff had concluded the 29th Avenue Greenway was functioning as it should, and no further signage was necessary. They reviewed other safety solutions such as revising the TSP to call for infrastructure on greenways or using the city's Spot program to fund enhancements on 29th Avenue.

Council President Massey asked if traffic speed had been measured on the streets that cross 29th Avenue. **Jamestaun Kraupp**, engineering consultant with Kittelson & Associates, reported that most traffic speeds taken for the study had been on 29th Avenue. **Massey** remarked that the side street traffic speed might be the issue.

Councilor Khosroabadi and **Garbely** remarked on whether the city could install stop signs on 29th Avenue regardless of what the MUTCD called for. **Garbely** stated that stop signs would require an engineering study to document the need for a sign.

Mayor Batey remarked on what a shared roadway versus a greenway designation meant for priority travel given to cyclists. **Garbely** and **Batey** commented on whether street designation supported the installation of stop signs. **Councilor Khosroabadi** and **Garbely** noted that a greenway designation did not require a stop sign being installed.

Mayor Batey announced that Council would take public comment.

Milwaukie residents **Ramona and Danielle Franding** and **Caroline Sherman** asked the city to install stop signs along the 29th Avenue Greenway to address safety concerns.

Jacob Sherman, Bike Milwaukie, remarked on the intent of cities designating greenways, noted infrastructure that could come with a greenway designation, and encouraged Council to direct staff to install stop signs along the 29th Avenue Greenway.

Milwaukie resident **Luke Johnson**, Ardenwald-Johnson Creek Neighborhood District Association (NDA) Chair **Chris Holle-Bailey**, and Milwaukie residents **Pam Denham**, **Elvis Clark**, **Will Anderson**, **Erik Yowshaw**, **Lisa Gunion-Rinker**, **Taylor Pasquariello**, **Beatrice MacLeod**, **Eric Fosgard**, **Ana Tijerina Esquino**, **Avarie Fitzgerald**, **JP Brock**, **Diana Gregg**, and **Maitri Dirmeyer**, remarked on cyclist and pedestrian safety concerns and traffic infrastructure requirements, and encouraged the city to install greenway markers, stop signs, and traffic calming devices along the 29th Avenue Greenway.

Councilor Abma left the meeting at 8:01 p.m. and returned at 8:03 p.m.

Mayor Batey recessed the meeting at 8:05 p.m. and reconvened at 8:16 p.m.

B. 29th Avenue Greenway – Report (continued)

Ober reviewed traffic safety projects the city had done, noted staff's personal commitment to making Milwaukie safer, and observed that Council could direct staff to prioritize projects.

Garbely agreed that infrastructure improvements could be done on the 29th Avenue Greenway, reiterated staff's concerns about installing stop signs, and suggested there were other traffic calming devices to employ before stop signs.

Councilor Abma, Garbely, and Kraupp commented on unintended consequences of installing stop signs and noted that installing a sign did not mean drivers would pay attention to it. **Abma** and **Kraupp** remarked on how the traffic study had analyzed the use of stop signs at two-way or four-way intersections. The group discussed whether the installation of stop signs would create a false sense of safety that would encourage drivers to speed between stop signs and accelerate unsafely. They remarked on the available data regarding greenway and side street vehicle traffic.

Councilor Khosroabadi and Garbely commented on the desirability of having a neighborhood street see 1,500 vehicles per day as suggested in the 29th Avenue traffic study and the MUTCD standards. **Ober** and **Khosroabadi** remarked on housing density decisions made by Council and the Planning Commission that would impact the number of vehicles traveling on greenways.

Councilor Khosroabadi asked if the city could decide to include stop signs in greenway standards. **Kraupp** reported that the MUTCD and other transportation guidance documents allowed cities to make local decisions. **Mayor Batey** asked if other guidance documents could help determine what to do on 29th Avenue Greenway and **Kraupp** suggested staff would need to look for those documents.

Councilor Khosroabadi asked about the city's legal liability if stop signs were installed on a greenway. **Gericke** observed that a stop sign installed without the concurrence of the city engineer could create an insurance and liability risk. **Garbely** noted that the TSP was a planning document that did not necessarily consider engineering analysis.

Councilor Stavenjord appreciated the community members who had commented and suggested that staff and the community wanted the same thing: traffic safety on greenways, although there were disagreements about what signage or infrastructure to install. **Stavenjord** suggested the city find solutions to the shared safety concerns.

Mayor Batey remarked on the MUTCD's use of "should" and "shall" in providing guidance for traffic infrastructure and observed that the city's existing street infrastructure improvement programs did not include all needed projects and that the city's risk of being sued after an incident happens on 29th Avenue had increased because of the present conversation. **Batey** agreed the TSP was a planning document and that Council may need to adopt an ordinance to affect traffic changes.

Councilor Abma agreed with Councilor Stavenjord's comments and remarked on whether stop signs should be installed on the 29th Avenue Greenway or if it would be appropriate to better mark the street as a greenway. **Abma** expressed uncertainty about using Spot program funding for 29th Avenue over other needed safety improvements.

Ober reported that staff had not yet defined the Spot program but would be working on it with the city's Public Safety Advisory Committee (PSAC). The group discussed how funding from the Spot program should be used and noted the status of safety improvements installed at the Harvey Street and 40th Avenue intersection.

Council President Massey believed the city should put stop signs on 29th Avenue with additional signage that indicates it was a greenway as a short-term pilot trial. **Mayor Batey** agreed with Massey but was concerned about going against the city engineer's professional opinion. **Massey** and **Councilor Abma** remarked on whether the city was

required to follow the MUTCD's standards. **Abma** and **Batey** were interested in a short-term stop sign trial and were concerned about going against the staff recommendation.

Councilor Stavenjord was concerned about signs being put up and taken down and expressed support for installing less technical signs that would inform a driver they were on a greenway. **Garbely** and **Ober** observed that stop signs alone wouldn't make 29th Avenue feel like a greenway and that once installed it was rare to take down a stop sign.

Councilor Khosroabadi supported installing greenway signs first to see if they have an impact and then revisit if stop signs were needed, and remarked on the purpose of the TSP and how the city should address greenway concerns in a way that builds community and staff trust.

Council President Massey acknowledged concerns about putting up stop signs and suggested the city start with greenway signs. **Garbely** and **Ober** agreed with putting greenway signs up and noted other infrastructure devices staff could look at installing.

Mayor Batey and **Ober** noted that Council would revisit the 29th Avenue Greenway and Spot program conversations. **Councilor Stavenjord** and **Ober** noted how the upcoming budget process and end of the current fiscal year would impact Spot program funding.

Councilor Abma encouraged staff to bring proposals for the Greenway that could be acted on quickly. **Garbely** suggested staff would bring options that could be done quickly.

5. COMMUNITY COMMENTS

Mayor Batey reviewed the comment procedures and noted that no audience member wished to speak to Council. **Stauffer** reported that written correspondence had been received from Milwaukie resident David Chitsazan regarding the Israeli-Palestinian conflict. **Ober** reported that Council members were drafting a resolution regarding the conflict that would likely be scheduled for a meeting in April.

6. CONSENT AGENDA

It was moved by **Councilor Stavenjord** and seconded by **Councilor Abma** to approve the Consent Agenda as presented.

A. City Council Meeting Minutes:

1. February 6, 2024, work session,
2. February 6, 2024, regular session, and
3. February 8, 2024, special session.

B. Resolution 8-2024: A resolution of the City Council of the City of Milwaukie, Oregon, making an appointment to the Planning Commission.

C. Resolution 9-2024: A resolution of the City Council of the City of Milwaukie, Oregon, making an appointment to the Transportation System Plan Advisory Committee (TSPAC).

D. Resolution 10-2024: A resolution of the City Council of the City of Milwaukie, Oregon, granting an exemption from property taxes under ORS 307.540 to ORS 307.548 for a 28-unit low-income housing development owned and operated by Northwest Housing Alternatives, Inc.

Motion passed with the following vote: Councilors Abma, Khosroabadi, Massey, and Stavenjord and Mayor Batey voting "aye." [5:0]

7. BUSINESS ITEMS

A. Milwaukie Bay Park Parking – Discussion

Ober reported on a staff meeting with the Oregon State Marine Board (OSMB) about adjustments that could be made to improve available parking at the park, noting that OSMB was open to changing the stalls on the south end of the park near the Clackamas County Water Environment Services (WES) facility. **Ober** also reported that OSMB would allow the city to distribute parking passes to residents and charge non-residents for parking, and that OSMB was now funded by motorboat users and kayakers which would change what the city could do regarding parking.

Council President Massey supported the proposed ideas and commented on the feasibility of distributing a parking permit to residents. The group remarked on whether distributing passes would end up generating more interest in parking at the park.

Mayor Batey believed the city should charge everyone or no one until the parks district discussion was resolved. **Batey** and **Ober** commented on how the improved parking stalls would work and what a charging program would take to implement.

Councilor Khosroabadi supported letting residents have free parking at the park while charging non-residents. **Mayor Batey**, **Khosroabadi**, and **Ober** commented on the implementation and use of parking permits at the park.

Ober summarized that Council supported staff looking into the parking options that OSMB supported and how much revenue parking programs could generate. **Briglio** and **Ober** noted that OSMB had declined to let the city buy the state out of the intergovernmental agreement (IGA) that the city and OSMB had signed to complete the park in 2015.

8. PUBLIC HEARING

A. None Scheduled.

Stauffer noted the time and that the Milwaukie Municipal Code (MMC) required Council to vote to extend the regular session past 10:00 p.m. if necessary.

9. COUNCIL REPORTS

A. Clackamas Cities Association (CCA) Dinner – Discussion (continued)

Stauffer asked for Council feedback on what topic should be presented at the CCA dinner. The group discussed topics for the dinner presentation, including housing, childcare, the Clackamas County Sheriff's Office 23-hour stabilization center, and giving tours of the new city hall building. It was Council consensus that the CCA dinner in June, hosted by Milwaukie, would include a city staff led report on middle housing projects and development incentives.

B. Legislative and Regional Issues – Discussion

The group noted that the state legislature's 2024 session was on track to adjourn early.

Council Reports

Mayor Batey and **Councilor Abma** noted they would be absent from the April 16, 2024, meetings.

10. ADJOURNMENT

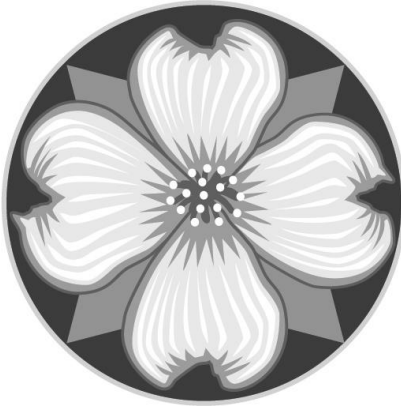
It was moved by Council President Massey and seconded by Councilor Abma to adjourn the Regular Session. Motion passed with the following vote: Councilors Abma, Khosroabadi, Massey, and Stavenjord and Mayor Batey voting “aye.” [5:0]

Mayor Batey adjourned the meeting at 9:57 p.m.

Respectfully submitted,



Scott Stauffer, City Recorder



RS Agenda Item

2

Announcements

You're Invited!

Celebrate the start of construction for Balfour, Bowman-Brae and Scott Parks!

SATURDAY, MARCH 9 • 10 AM

**BALFOUR PARK
3039 SE BALFOUR ST**

Come enjoy brief remarks, a kick-off ceremony, yard games & refreshments! Please note, parking near Balfour Park is limited. Carpooling, bicycling or walking to the event is encouraged.



Mayor's Announcements – March 5, 2024

- **Balfour, Scott, and Bowman-Brae Parks Construction Kick-Off - Sat., Mar. 9 (10 – 11:30 AM)**
 - Enjoy brief remarks, a ceremony, yard games, and refreshments.
 - Event takes place at Balfour Park (3039 SE Balfour St.).
 - Parking is limited. Carpooling, riding TriMet, bicycling, or walking is encouraged.
- **Gardening for Wildlife with Leah (OSU Extension Class) – Sun., Mar. 10 (2 PM)**
 - Learn how to create an inviting environment for birds, pollinators, reptiles, insects, and bats.
 - Ledding Library (10660 SE 21st Ave.)
- **Repair Fair – Sat., Mar. 16 (10 AM – 1 PM)**
 - Free event that brings skilled volunteers and people with broken items together.
 - Ledding Library (10660 SE 21st Ave.)
- **Loneliness and Aging w/ Pamela Slaughter – Wed., Mar. 20 (6 PM)**
 - Join a conversation about experiences and ideas for connection.
 - Ledding Library (10660 SE 21st Ave.)
- **Transportation System Plan (TSP) Community Workshop – Thu., Mar. 21 (6 – 7:30 PM)**
 - Join a discussion about the goals and policies for the city's TSP 2023-25 Update.
 - Participants will break into small groups from 6:15 to 7:15 p.m.
 - Childcare available. Refreshments will be served.
 - Can't attend? Review and comment online starting March 22, 2024 at engage.milwaukieoregon.gov.

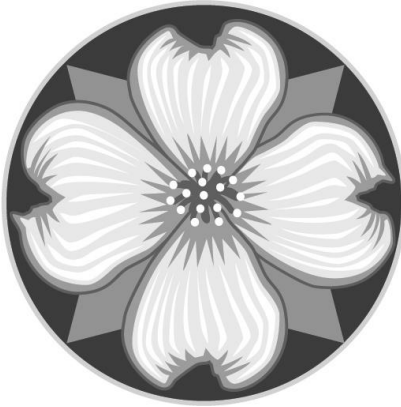
• **LEARN MORE AT WWW.MILWAUKIEOREGON.GOV OR CALL 503-786-7555**

March in like lion

Our New Seasons roars to life

Three new parks break ground

Share Milwaukie Haiku!
Email your Haiku to Mayor Batey
bateyl@milwaukieoregon.gov



RS Agenda Item

3

Proclamations & Awards

PROCLAMATION

WHEREAS each year, since 1987, the United States observes Woman's History Month, a month-long celebration every March to acknowledge the struggles and contributions of women of every race, class, and ethnic background, and

WHEREAS women have played and continue to play critical economic, cultural, and social roles in every sphere of society by constituting a significant portion of the labor force and unpaid labor working inside and outside the home, and

WHEREAS women courageously make up a majority of our essential workforce in several occupations, including health care, education, agriculture, social and administrative services, and

WHEREAS Milwaukie women have played a unique role throughout the history of the city by providing most of the volunteer labor force of the city, serving our country in the national and state armed forces, and the establishment of early charitable, philanthropic, and cultural institutions, and

WHEREAS women have been leaders, not only in securing their own rights of suffrage and equal opportunity, but also in the industrial labor movement, the civil rights movements, and especially the peace movement, and

WHEREAS despite these contributions, the role of women in Milwaukie, Oregon, and our national histories, has been overlooked and undervalued.

NOW, THEREFORE, I, Lisa M. Batey, Mayor of the City of Milwaukie, a municipal corporation in the County of Clackamas, in the State of Oregon, and with the full support and sponsorship of the Milwaukie Historical Society, do hereby proclaim **MARCH 2024** to be **WOMEN'S HISTORY MONTH** in Milwaukie and do recommend its observance with appropriate programs, ceremonies, and activities.

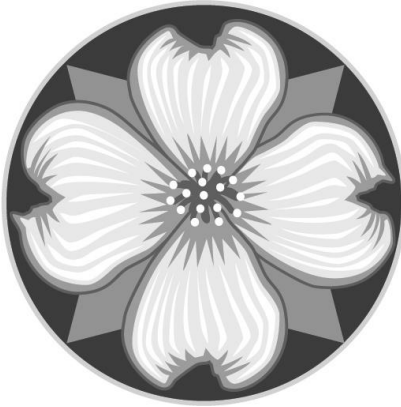
IN WITNESS WHEREOF, and with the consent of the City Council of the City of Milwaukie, I have hereunto set my hand on this 5th day of **March 2024**.

Lisa M. Batey, Mayor

ATTEST:

Scott Stauffer, City Recorder

MILWAUKIE
WOMEN'S
HISTORY MONTH



RS Agenda Item

4

Special Reports

COUNCIL STAFF REPORT

To: Mayor and City Council
Ann Ober, City Manager

Date Written: Feb. 22, 2024

Reviewed: Jordan Imlah, Communications Program Manager

From: Jason Wachs, Community Engagement Coordinator

Subject: **2023 Volunteer of the Year Award Nominations**

ACTION REQUESTED

Council is asked to review nomination forms and select a winner to receive the 2023 Volunteer of the Year award.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

The nomination process began November 21, 2023, and closed on February 14, 2024.

The following community members were nominated for the award. Nominees are listed below in alphabetical order by last name. Staff provided Council with the nomination forms under separate cover February 16.

- Robby Bricker-Voyles
- Christi Cawood
- Pam Denham
- Terri Geier-Brindell and Pam Denham
- Heather Hobson
- Charlotte Navarre
- Stephanie Pino-Hess
- Samantha Swindler
- Dennis Ward
- Steven Watkins

Nominees could include anyone who resides in Milwaukie or are members of a non-profit organization/business that serves the Milwaukie community. The winner is chosen according to the following criteria:

- Longevity of service to the community.
- Volunteer service during calendar year 2023 within the nominee's total volunteer efforts.
- Service within Milwaukie city limits.

The volunteer service for which the person(s) is nominated does not have to be specifically in a city volunteer capacity (i.e., board, commission, committee, neighborhood district association (NDA), etc.), however, some contribution to a city-related activity within the nominee's total effort is preferred.

The 2023 Volunteer of the Year is recognized during the 2024 volunteer appreciation picnic in July 2024 at North Clackamas Park. The winner is also featured in *The Pilot* newsletter and on the city's social media accounts.

BUDGET AND WORKLOAD IMPACTS

The 2024 volunteer appreciation picnic will cost approximately \$7,000. A wooden plaque is engraved with the winner's name and displayed at city hall at a minimal cost. The other budgetary impact is primarily staff time to obtain nominations and organize the volunteer appreciation event.

CLIMATE IMPACT

None.

COORDINATION, CONCURRENCE, OR DISSENT

City manager's office staff reviewed award nominations for accuracy, completeness, and compliance with program requirements.

STAFF RECOMMENDATION

Staff recommends that city council select a recipient for the 2023 volunteer of the year award.

ALTERNATIVES

City council could decline to name a recipient for the 2023 volunteer of the year award.

ATTACHMENTS

1. Nomination forms provided under separate cover.

2023 Volunteer of the Year Award



Background

- Volunteer of the Year Award began in 2012
- **Past winners:**
 - Elizabeth Start - 2022
 - Brandi and Tom Johnson - 2021
 - Hamid Shibata Bennett - 2020
 - Lisa & Stephan Lashbrook - 2019
 - Greg Hemer - 2018
 - Lisa Gunion-Rinker - 2017
 - Joel Bergman - 2016
 - David Aschenbrenner - 2015
 - Alicia Hamilton - 2014
 - Dion Shepard - 2013
 - Ed Zumwalt – 2012



2023 Nominations

- The nomination process for 2023 began on Nov. 21, 2023 and ended on Feb. 14, 2024
- Ten community members were nominated. Listed in alphabetical order by last name.
 - Robby Bricker-Voyles
 - Christi Cawood
 - Pam Denham
 - Terri Geier-Brindell & Pam Denham
 - Heather Hobson
 - Charlotte Navarre
 - Stephanie Pino-Hess
 - Samantha Swindler
 - Dennis Ward
 - Steven Watkins

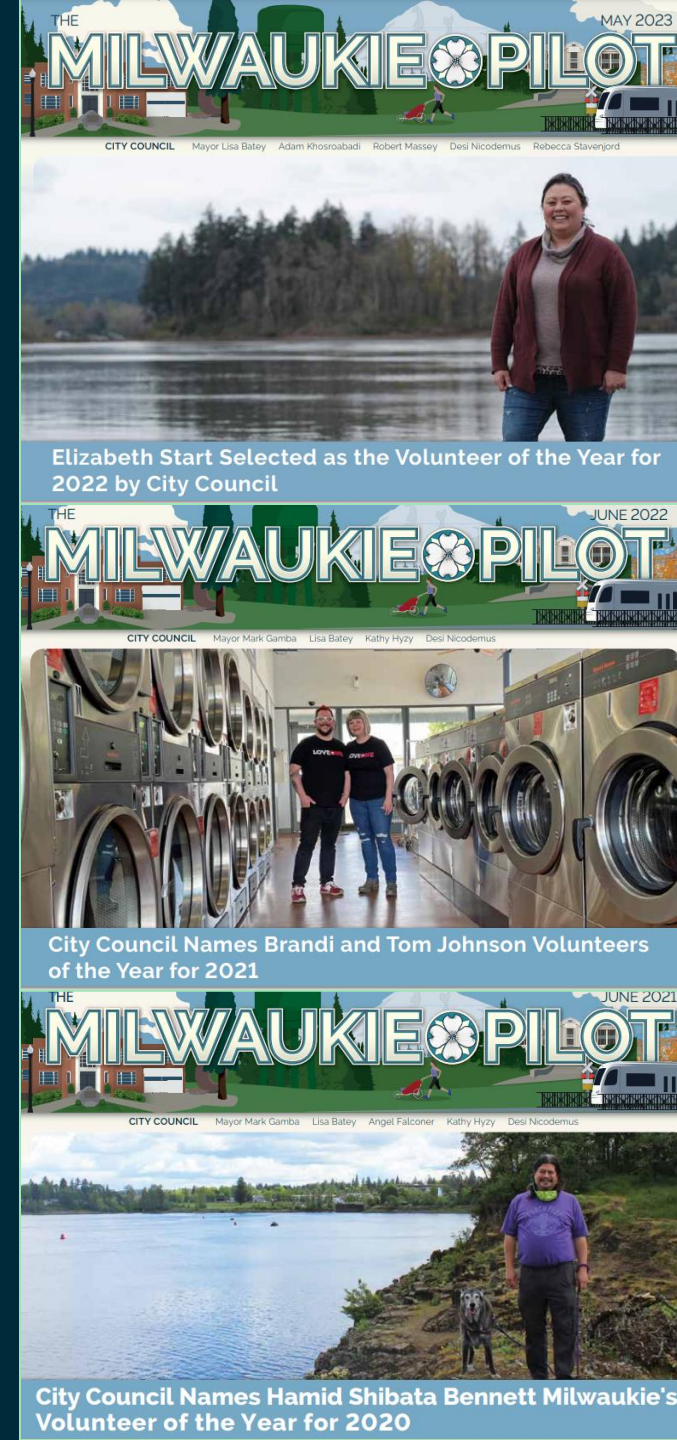


Criteria for Choosing the Winner

- Anyone who resides in Milwaukie or members of a non-profit organization/business that serves the Milwaukie community
- Longevity of service to the community
- Some contribution of volunteer service in 2023 within the nominee's total volunteer efforts
- Service within the city limits of Milwaukie
- Some contribution to a city related activity within the total effort is preferred (i.e. board, commission, committee, NDA, etc.), but not required

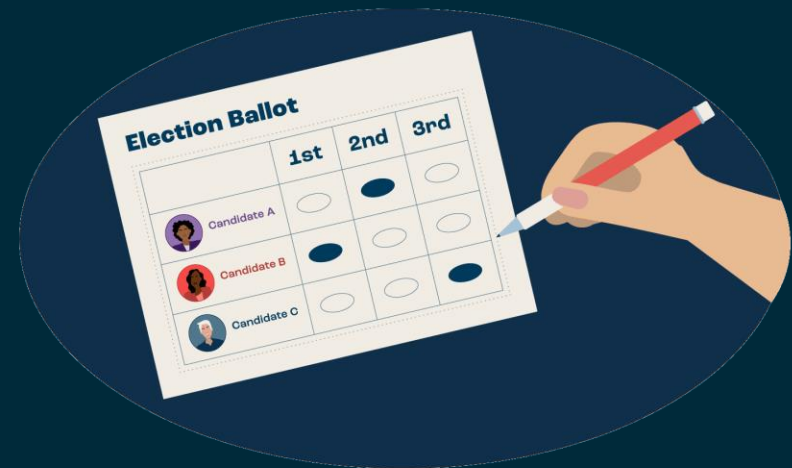
Thanking and Honoring the Winner

- Recognized at the Annual Volunteer Appreciation Picnic in July
 - All members of boards, commissions, committees, and NDA officers are invited
- Featured in the Pilot newsletter (May or June)
- Social media posts
- Added to the Volunteer of the Year plaque at City Hall
- Loved and revered for eternity!



Process for Choosing the Winner

- Any questions about history or criteria?
- All nominees are highlighted and thanked!
 - Each Councilor talks about two nominees
- Winner chosen using ranked choice online voting tool
 - [RCV123.org](https://rcv123.org)
- Winner is announced!



Next Steps

- Staff will return to the April 16 City Council meeting to officially announce the winner and thank them
- Winner will be featured in the May or June Pilot Newsletter
- 2023 Volunteer of the Year honored at Volunteer Appreciation Picnic on Thursday, July 11, 2024

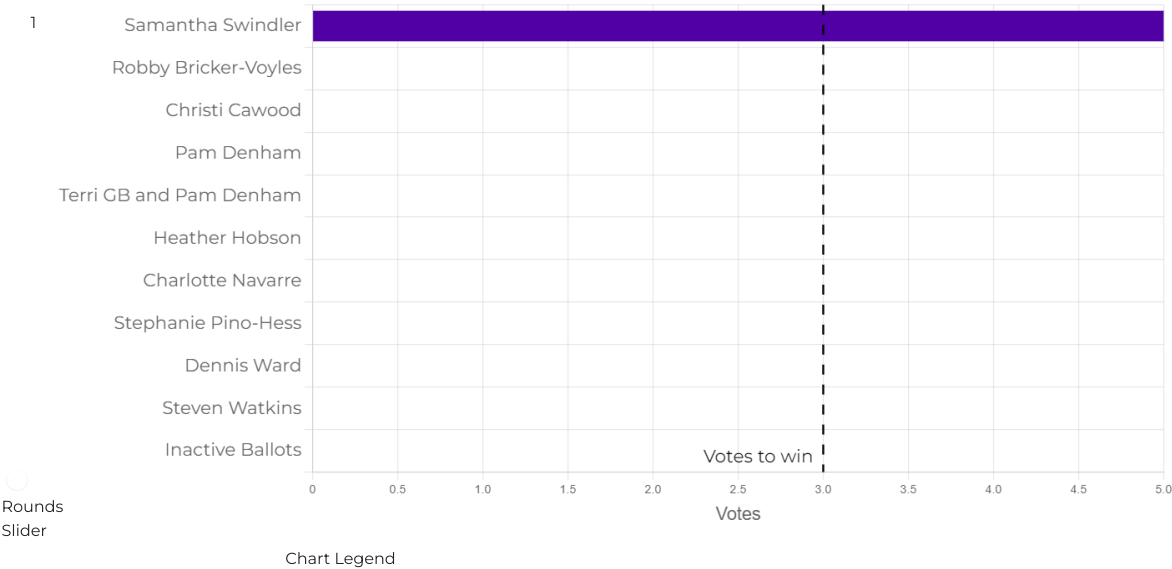




2023 Milwaukie Volunteer of the Year

- Ranked-choice voting requires a candidate to reach 50% support
- The first step is to count all first-choice votes
- If no candidate reaches 50% of 1st choice votes, the lowest candidate is eliminated, and those votes shift to 2nd or later choices
- This continues round-by-round until a candidate reaches 50% and wins
- The vertical “Rounds Slider” slider can be moved to show the round-by-round changes

Winner: Samantha Swindler



| |
|--|
| Rounds Data Table |
| Raw Ballot Data - from before rounds are tabulated |
| Tie Breaker Calculation – weighted preferences from raw ballot data |
| Tie Breaker of Last Resort – random chance assigned if primary tie breaker is tied |

COUNCIL STAFF REPORT

To: Mayor and City Council
Ann Ober, City Manager

Date Written: Feb. 22, 2024

Reviewed: Joseph Briglio, Community Development Director

From: Brandon Boutros, Civil Engineer, and
Jennifer Garbely, City Engineer

Subject: **29th Avenue Greenway Update and Considerations**

ACTION REQUESTED

Council is asked to receive information on the SE 29th Avenue Greenway and provide direction to staff.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

None.

BACKGROUND AND ANALYSIS

Over the past several years, the city has participated in several conversations about adding stop signs along the 29th Avenue corridor, which is also designated as a neighborhood greenway. The decision to install stop signs is technical in nature and requires that certain engineering standards be met. In 2022, as a part of the Ardenwald North Capital Improvement Plan (CIP) project, the city hired Kittleson & Associates, Inc. (Kittleson) to review possible safety concerns along 29th Avenue.

Kittleson performed a detailed traffic analysis and determined that the 29th Avenue corridor currently operates in a manner that supports its local street and shared “roadway” environment. Kittleson found no technical data to support a recommendation for intersection control changes (i.e., stop signs) along the 29th Avenue corridor. In January 2024, community members initiated an advocacy campaign requesting that the city reconsider installing stop signs along the corridor.

The Kittleson study referenced above found the following:

- The corridor experiences less than 300 vehicles per day, which aligns with the local street designation in the city’s Transportation System Plan (TSP). From a planning perspective, many cities aim to have local streets carry less than 1,500 vehicles per day, which allows these facilities to contribute to neighborhood livability and a comfortable shared-street environment for people walking, bicycling, rolling, and driving.
- Despite being signed for 25 miles per hour (mph), the 85th percentile speed was measured to be 20 mph, which indicates a neighborhood greenway and shared street environment.
- One traffic crash with zero injuries or fatalities occurred in a five-year period. That accident occurred on September 20, 2022, at the 29th Avenue and Kelvin Street

intersection between two vehicles but did not involve people walking or cycling. Milwaukie Police Department (MPD) records indicate no vehicle crashes on 29th Avenue since the study.

Field observations and data collected along the corridor revealed that there were people walking, cycling, and rolling throughout the day, which is consistent with the greenway designation. The largest volume of use was located Van Water Street due to its access to the Springwater Corridor. The Kittleson study also recommended that if through traffic volumes along 29th Avenue increased beyond the “desirable” local street volume of 1,500 vehicles per day and/or crash trends emerge related to sight distance challenges at intersections, then stop control signage could be considered. At this time, however, these criteria have not been met indicating that stop control signage is not the appropriate solution. The placement of stop signs should be carefully assessed based on traffic engineering considerations and their impact on community safety.

The Kittleson study applied federal standards and guidelines from the United States Department of Transportation’s (USDOT’s) Federal Highway Association’s Manual of Uniform Traffic Control Devices (MUTCD) per the city’s Public Works Standards and Oregon Administrative Rule (OAR) 734-020-0005 to assess traffic impacts and safety concerns. This staff report outlines the process used by Kittleson and provides an overview of changes that would need to occur to justify a new study. Below are excerpts from the adopted version of the MUTCD for your reference:

Section 2B.04 Right-of-Way at Intersections

Support:

01 State or local laws written in accordance with the "Uniform Vehicle Code" (see [Section 1A.11](#)) establish the right-of-way rule at intersections having no regulatory traffic control signs such that the driver of a vehicle approaching an intersection must yield the right-of-way to any vehicle or pedestrian already in the intersection. When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see [Sections 2B.08](#) and [2B.09](#)) or STOP (R1-1) signs (see [Sections 2B.05](#) through [2B.07](#)) on one or more approaches.

Guidance:

02 *Engineering judgment should be used to establish intersection control. The following factors should be considered:*

- A. *Vehicular, bicycle, and pedestrian traffic volumes on all approaches;*
- B. *Number and angle of approaches;*
- C. *Approach speeds;*
- D. *Sight distance available on each approach; and*
- E. *Reported crash experience.*

03 YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:

- A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
- B. A street entering a designated through highway or street; and/or
- C. An unsignalized intersection in a signalized area.

04 In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

- A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;
- B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or
- C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.

05 YIELD or STOP signs should not be used for speed control.

Section 2B.06 STOP Sign Applications

Guidance:

01 At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see [Sections 2B.08](#) and [2B.09](#)).

02 The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:

- A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
- B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or

Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

According to the Kittleson study, which applied these standards, the 29th Avenue corridor and neighborhood greenway does not currently meet any of these considerations. The 29th Avenue corridor is a prime example of how a neighborhood greenway should operate and function within Milwaukie. The assessment of vehicle volumes on the 29th Avenue corridor indicates that a majority of drivers live in the area, and the city believes this neighborhood may benefit from an educational pilot about driving on and around neighborhood greenways. A pilot program would be an excellent application of the Spot program currently being developed by the engineering department. The Spot program will use funds specifically earmarked to address

traffic-related concerns at a specific location or “spot.” Should a pilot program prove useful, a similar proposal could be made to use the Spot funding for education across the entire city. Staff also support the use of Spot funding on additional signage, maps, and markings to provide identification and clear messaging along neighborhood greenways.

Future Considerations

29th Avenue does not currently meet the engineering standards required for the installation of stop signs. If the neighborhood experiences a change in vehicular traffic or police reported crash data, staff could hire a traffic engineering firm to revisit the Kittleson study or utilize internal resources to revisit the matter.

Alternatives

The decision to use a particular device at a particular location should be made based on either an engineering study or the application of engineering judgment. While the MUTCD provides standards, guidance, and options for the design and application of traffic control devices, the MUTCD should not be considered a substitute for engineering judgment. Engineering judgment should be exercised in the selection and application of traffic control devices, as well as in the location and design of roads and streets that the devices complement.

Staff recognizes that the findings of the Kittleson study do not meet the desires of residents living in the neighborhood or others that use the greenway. While the installation of stop signs is not warranted at this time, Council does have the opportunity to address some of the neighbors’ requests through the following actions:

- 1) Council could support changes to the TSP that provide clarity on types of non-safety related elements that should be considered for designated bikeways.
- 2) Council could direct staff to include a carveout in the Spot program to fund non-safety related greenway investments. Possible expenditures could include roadway painting, additional sharrows, bike tool stands, maps, educational materials, and other amenities.

BUDGET IMPACTS

The Spot program was funded at \$250,000 for this fiscal year. Those funds will be rolled into the next budget and staff are recommending an additional \$100,000.

CLIMATE IMPACTS

None.

WORKLOAD IMPACTS

Development and implement of the Spot program will require significant investment from the engineering staff equal to two large construction projects. This will impact our delivery of CIP items. The Public Safety Advisory Committee (PSAC) continues to take approximately 15-percent of a full-time equivalent (FTE) staff position. This is in alignment with the staffing of other committees.

COORDINATION, CONCURRENCE, OR DISSENT

Engineering staff collaborated with the police department, public works, community development, finance, and the city manager’s office on this topic.

STAFF RECOMMENDATION

This report is informational only.

ALTERNATIVES

Alternatives for Council to consider are listed above.

ATTACHMENTS

- 1) Milwaukie Greenway History
- 2) Kittleson study



Milwaukie Greenway History

1997 TSP –

Greenway term was referenced in two places in the Appendices: as a Regional Transit Opportunity to “Incorporate transit-related facilities in downtown and greenway improvement plans” and “Willamette Greenway Element”

- Walkway Network
 - Table 3.1 Key Walkway Corridors

| North-South Corridors | East-West Corridors |
|-----------------------|--------------------------------|
| 17th Avenue | Johnson Creek Boulevard |
| ORE 99E | King Road/Harrison |
| 32nd Avenue | Lake Road |
| Linwood Avenue | Monroe Street |
| Stanley Avenue | Logus Road |
| 37th Avenue | Springwater Trail |
| Regional Center Area | |

- Criteria
 - Goal 1 Provide a continuous citywide network of safe and convenient walkways that is integrated with other transportation modes.
 - Goal 2 Maintain and enhance existing and future pedestrian facilities to encourage use.
 - Goal 3 Increase the use of walking for all travel purposes.
 - Goal 4 Reduce the number of pedestrian-related accidents by increasing the safety and security of pedestrians.

- Bikeway Network
 - Table 4.1 Key Bikeway Corridors

| North-South Corridors | East-West Corridors |
|-----------------------|-----------------------------------|
| 17th Avenue | King Road/Harrison |
| Linwood Avenue | Johnson Creek Boulevard |
| River Road | Lake Road/Harmony Road |
| Oatfield Road | Monroe Street |
| 32nd Avenue | Springwater Corridor Trail |

- Criteria
 - Goal 1 Provide a continuous citywide network of safe and convenient bikeways and routes that is integrated with other transportation modes.
 - Goal 2 Maintain and enhance existing and future bicycle facilities to encourage use.
 - Goal 3 Increase the use of bicycles for all travel purposes.
 - Goal 4 Reduce the number of bicyclist-related accidents by increasing safety and security of bicyclists.

In 1999, a Neighborhood Traffic Management Program (NTMP) was started prior to the 2001 TSP updated to document citizen concern areas on residential streets

NTMP Goals:

- a. Protect neighborhood livability by mitigating the impact of vehicular traffic on residential neighborhoods.
- b. Promote safe and pleasant conditions for motorists, bicyclists, pedestrians, and residents on residential streets.
- c. Support the policies contained in the Transportation Systems Plan.
- d. Encourage citizen involvement in all phases of neighborhood traffic management activities regarding implementation of the NTMP.
- e. Ensure that residential streets are not compromised with excessive through traffic.

2009 - Alta created the Milwaukie Bicycle Wayfinding Signage Plan.

2014 – FWHA classification update for roadways

The TSP was adopted in 2007 and last revised 10/20/2018 and is the current TSP

Table 6-1 Bikeway types

| Bikeway | Description |
|---------------|---|
| Multiuse path | Off-street route* , typically recreational-focused, which can be used by several transportation modes, including bicycles, pedestrians, and other nonmotorized modes (i.e., skateboards, roller blades, etc.). |
| Cycle track | Exclusive bike facility within the roadway, with elements of both a separated path and a bike lane. Separated from motor vehicle traffic by parked cars, bollards, landscaping, or other barriers. |

| | |
|-----------------------|--|
| Bike lane | Area within street right-of-way specifically designated for bicycle use. |
| Shared roadway | Roadways where bicyclists and autos share the same travel lane. May include a wider outside lane and/or bike boulevard treatment (priority given to through bikes on local streets). |
| Neighborhood greenway | Lower-order, lower-volume streets with various treatments to promote safe and convenient bicycle travel and enhance pedestrian travel as well. Usually accommodate bicyclists and motorists in the same travel lanes, often with no specific vehicle or bicycle lane delineation. Assign higher priority to through bicyclists, with secondary priority assigned to motorists. Also include treatments to slow vehicle traffic to enhance the bicycling environment. |

*In 2023, the term “sidepath” was created to define multiuse paths adjacent to streets and within the street ROW

Chapter 6: Bicycle Element:

The term "neighborhood greenway" has recently evolved from the "bike boulevard" concept of treatments, which improve the network of safe bicycle routes by generally utilizing streets with lower traffic volumes and vehicle speeds, such as minor collectors or local streets that pass through residential neighborhoods

5 Levels of Neighborhood Greenway

- Level 1: Signage
- Level 2: Pavement marking
- Level 3: Intersection treatment
- Level 4: Traffic calming
- Level 5: Traffic diversion

Milwaukee currently designated Greenways:

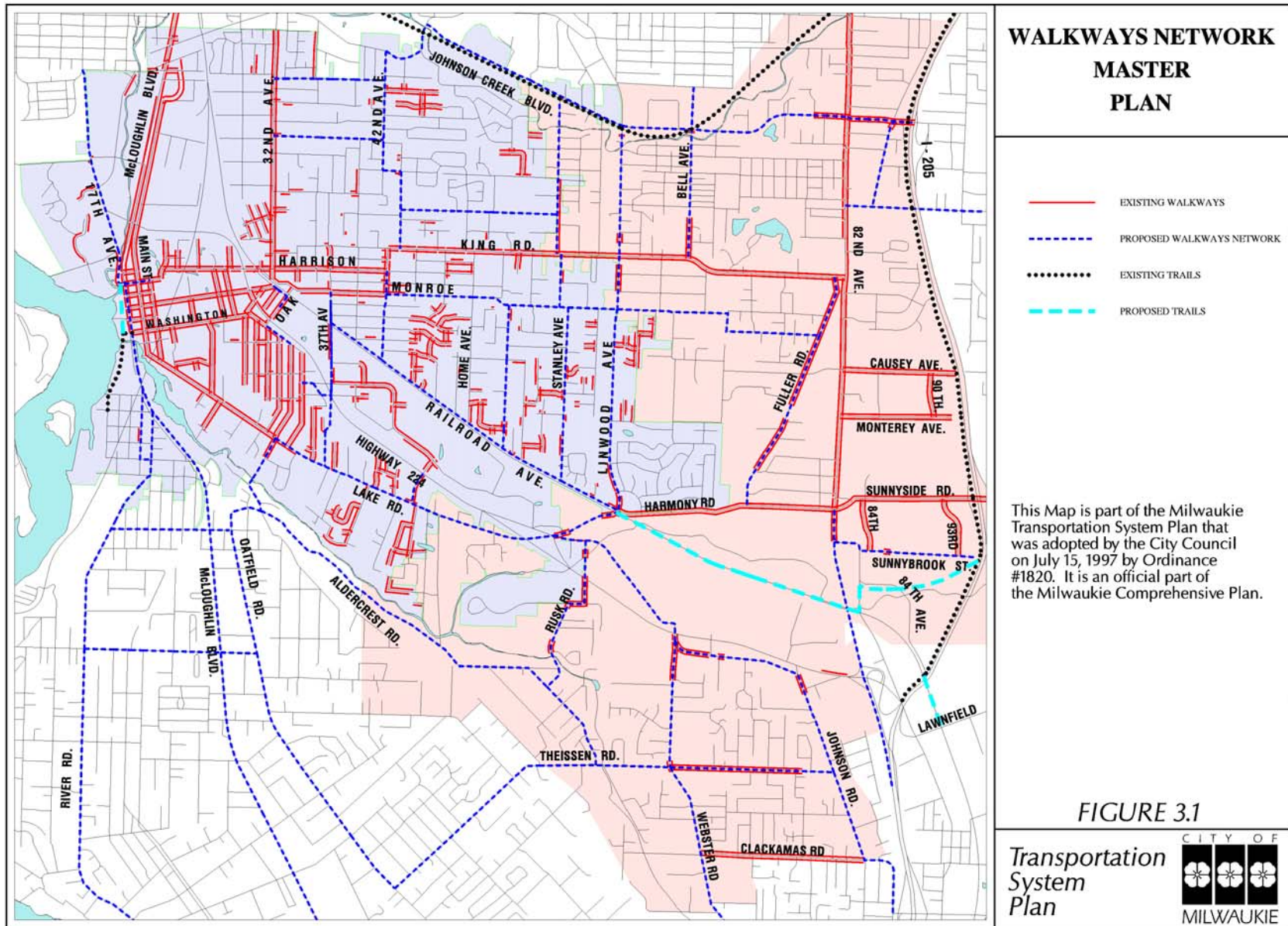
High Priority Designation in current TSP

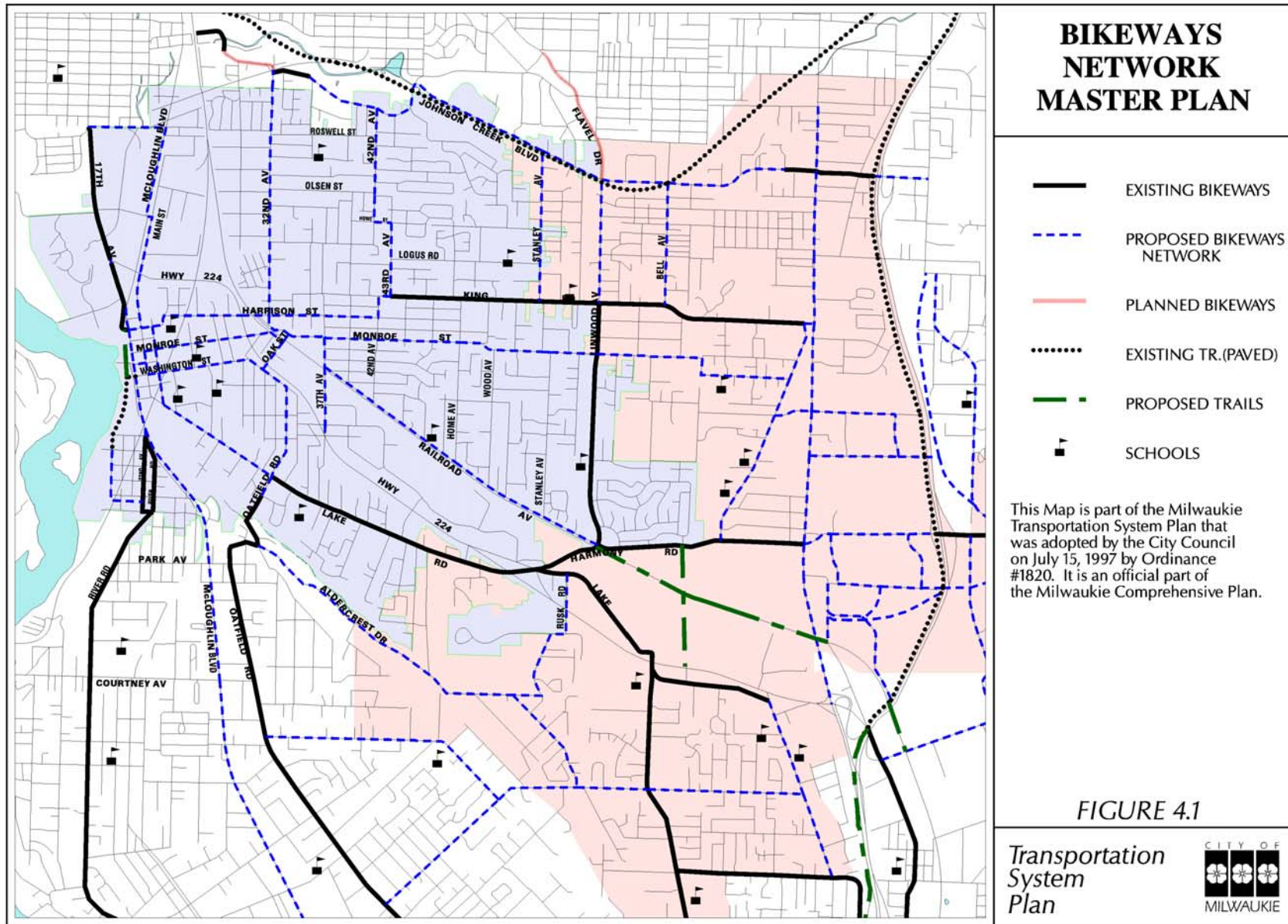
- Monroe Street Neighborhood Greenway – 21st Ave to Hwy 224
 - Functional Classification: Collector
 - Level 1: Signage
 - Level 4: Traffic calming (median island)

- Monroe Street Neighborhood Greenway – Hwy 224 to 42nd Ave
 - Functional Classification: Collector
 - Level 1: Signage
 - Level 2: Pavement marking
 - Level 4: Traffic calming (median curbs)
- Monroe Street Neighborhood Greenway – 42nd Ave to Linwood Ave
 - Functional Classification: Collector
 - Level 1: Signage
 - Level 4: Traffic calming (curvilinear street)
 - Level 5: Traffic diversion
- 29th/Harvey/40th Neighborhood Greenway – Springwater Trail to Monroe St
 - Functional Classification: 29th Ave is Local/Residential, Harvey St and 40th Ave are Neighborhood Routes/Minor Collector
 - Level 1: Signage
 - Level 2: Pavement marking
- Stanley Ave Neighborhood Greenway - Springwater Trail to King Rd
 - Functional Classification: Collector
 - Level 1: Signage
- Stanley Ave Neighborhood Greenway - King Rd to Railroad Ave
 - Functional Classification: Collector
 - Level 1: Signage
 - Level 4: Traffic calming (offset intersections)

Medium Priority Designation in TSP

- 19th and Sparrow Neighborhood Greenway – Eagle St to River Rd
 - Functional Classification: 19th Ave and part of Sparrow St are Local/Residential, part of Sparrow St is Arterial
 - Level 1: Signage
 - Level 2: Pavement marking
 - Level 3: Intersection treatments
 - Level 5 Traffic diversion (choker entrance)





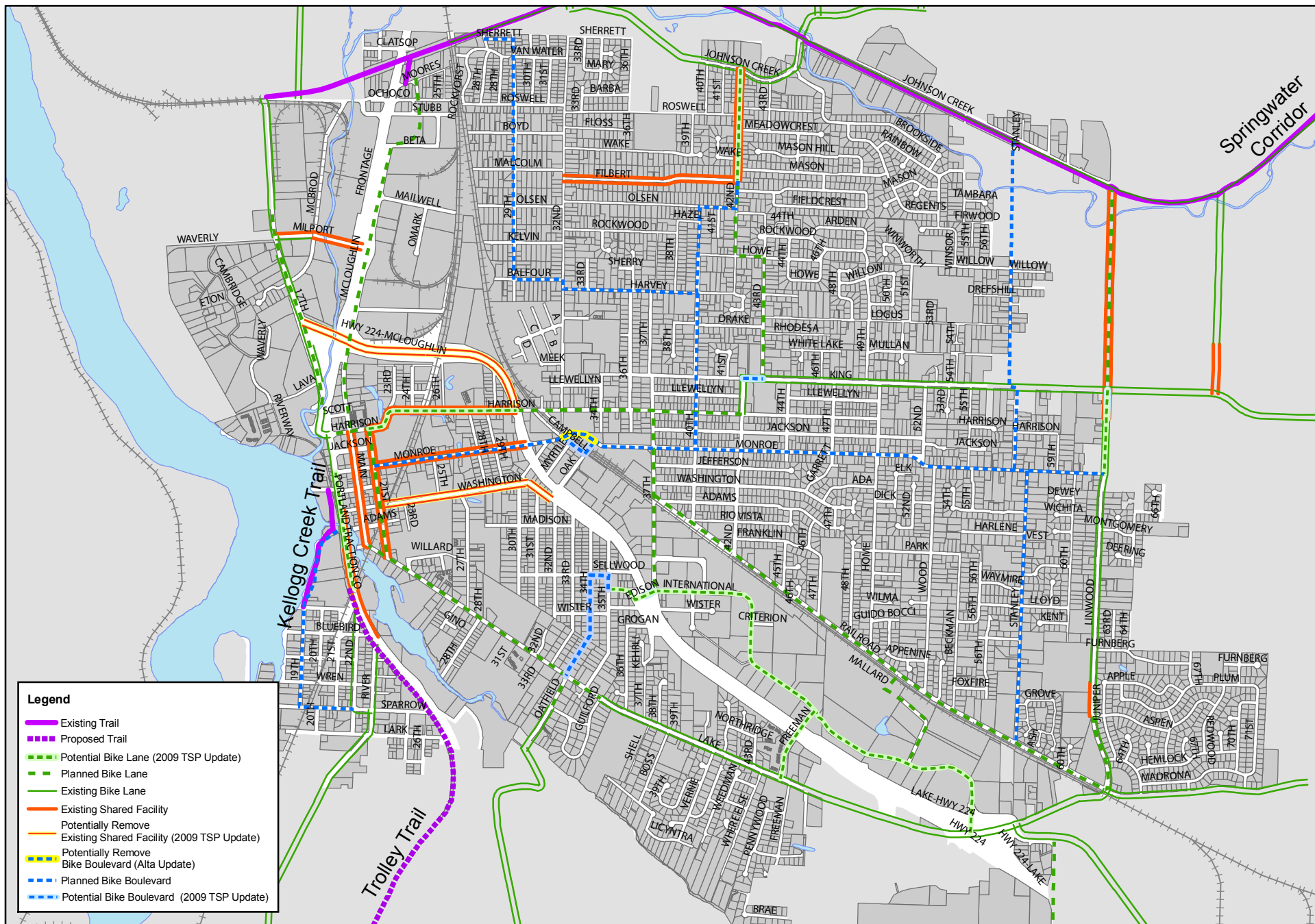


Figure 1 - Bicycle System Update

Milwaukie, Oregon
 Milwaukie (OR) Bikeway Signage Plan
 Source: City of Milwaukie, RLIS
 Author: KAV
 Date: February, 2009

RS19



0

1,750



Feet

MILWAUKIE BIKE MAP

LEGEND

SHARED ROADWAY
LOWER TRAFFIC STREET

SHARED ROADWAY
MODERATE TRAFFIC with
WIDER OUTSIDE LANE

BIKE LANES
PAINTED LANES on
HIGHER TRAFFIC ST.

OFF-STREET PATHS
NO MOTOR VEHICLES

DIFFICULT CONNECTION
USE CAUTION, USE SIDEWALK
or FIND A DIFFERENT ROUTE

MAJOR TRAFFIC STREET

STEEP HILL
(ARROW POINTS UPHILL)

S

SCHOOL

P

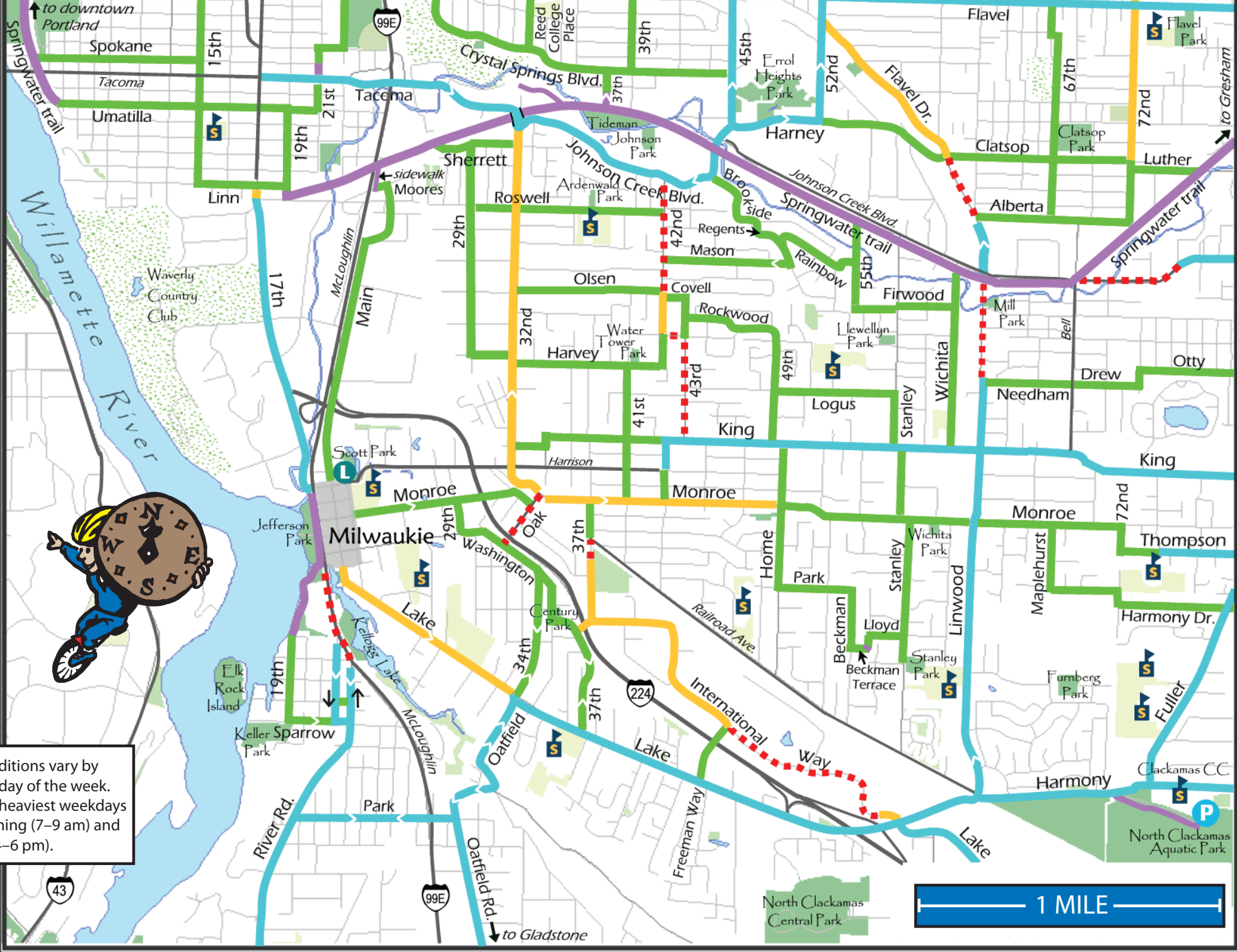
POOL

L

LIBRARY

1 MILE

Note: Traffic conditions vary by time of day and day of the week. Traffic is usually heaviest weekdays in the early morning (7–9 am) and late afternoon (4–6 pm).



MILWAUKIE BIKE MAP



- Bike Shop
- Schools
- MAX Stop
- TriMet Bus Stops
- City Hall
- Ledding Library
- Milwaukie Center
- Providence Hospital
- Public Safety Bldg
- Bike Repair Stations
- Railroad
- Orange Line MAX
- Off-Street Paths
- Bike routes - Labels
- Shared Roadway Low Traffic (Less than 25mph)
- Shared Roadway Medium Traffic (Greater than 25mph)
- Shared Roadway High Traffic (Greater than 35mph)
- Bike with Caution (Narrow Lanes, High Traffic, Sharp Curves)
- Bike Lanes

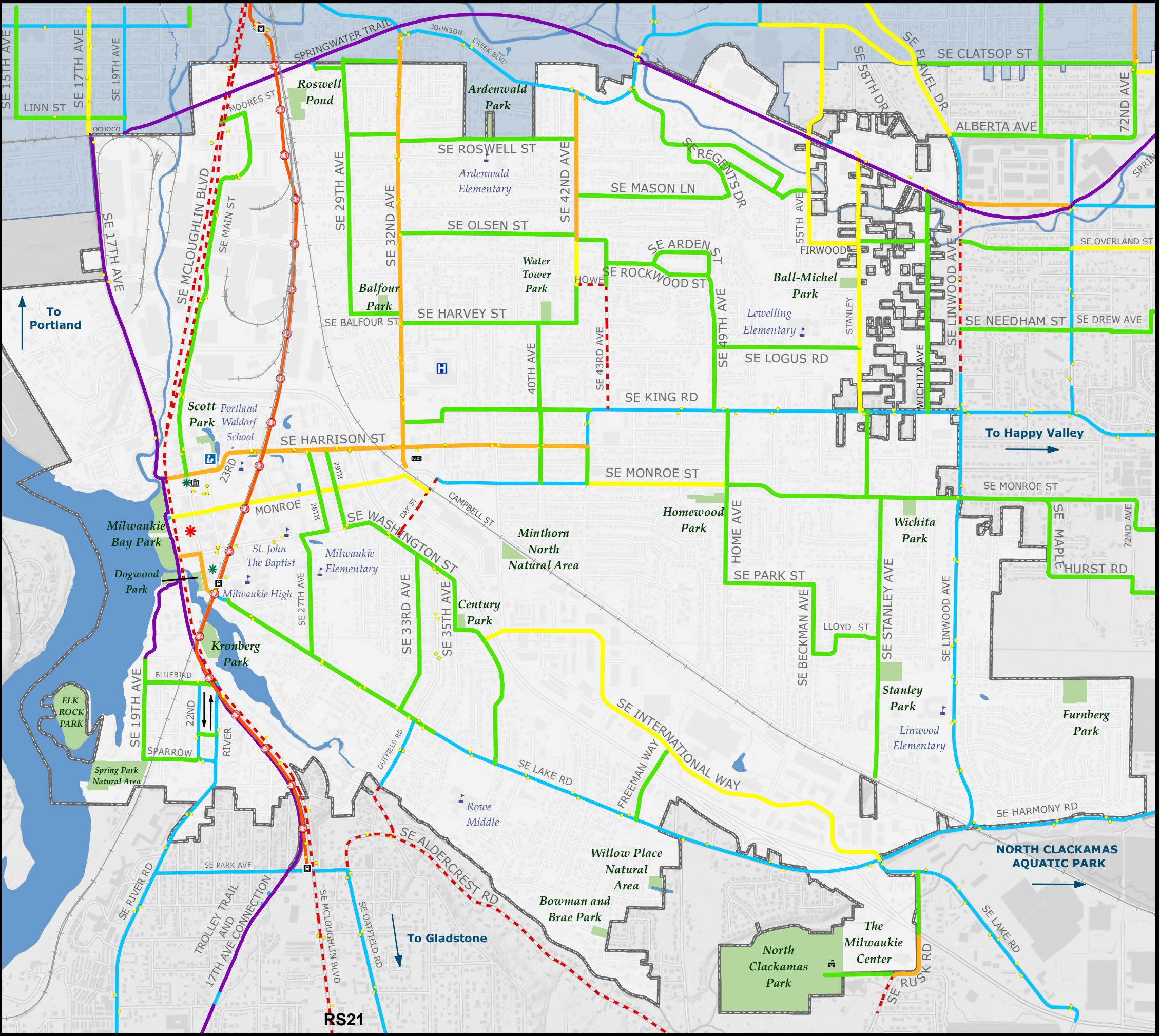
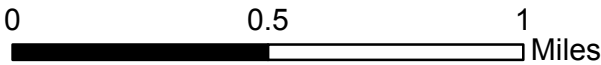


Data Sources: City of Milwaukie GIS, Clackamas County GIS, Metro Data Resource Center

Date: Monday, November 27, 2017

The information depicted on this map is for general reference only. The City of Milwaukie cannot accept any responsibility for errors, omissions or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of errors would be appreciated.

GIS Coordinator
City of Milwaukie
6101 SE Johnson Creek Blvd.
Milwaukie, OR 97206
(503) 786-7498



Technical Memorandum

November 28, 2022

City Project #: C2021-048

Project# 26335.003

To: Tessie Prentice, City of Milwaukie
From: Jamestaun Kraupp, PE, Carla Kleynhans, and Julia Kuhn, PE
Project: SE 29th Avenue Neighborhood Greenway
Subject: Future Transportation Corridor Considerations

To assist the City with planning for future changes to the SE 29th Avenue corridor, this memorandum provides a tiered set of engineering, education and enforcement strategies that the City can consider in light of the corridor's "Neighborhood Greenway" designation between SE Balfour Street and SE Van Water Street. This designation supports a shared street by all people in a manner that is comfortable, convenient, and safe for people walking, riding bikes, rolling, and driving. The enclosed assessment presents the potential strategies developed based on a review of traffic speed and volume data, existing street characteristics, use of the corridor by people walking and riding bikes, crash data, City policy and planning documents, and field observations. As discussed in the enclosed memorandum, our overall assessment indicates that SE 29th Avenue corridor operates in a manner that supports its local street and shared "roadway" environment and there are no immediate needs for changes to the corridor nor to any intersections; rather there are future opportunities to make changes to the corridor as travel patterns change and funding and/or other partnership opportunities become available, which are discussed in the memorandum.

The remainder of the memo presents the data, evaluation and policy assessment supporting the recommended strategies.

WHAT IS A NEIGHBORHOOD GREENWAY?

Within the Transportation system Plan (TSP), the City classifies SE 29th Avenue from SE Balfour Street to SE Van Water Street as a Neighborhood Greenway. Per TSP Chapter 6, Neighborhood Greenway is a *"Lower-order, lower-volume street with various treatments to promote safe and convenient bicycle travel and enhance pedestrian travel as well. Typically, accommodate bicyclist and motorist in the same travel lanes, often with no specific vehicle or bicycle lane delineation. Assign higher priority to through bicyclists, with secondary priority assigned to vehicles. Also include treatments to slow vehicle traffic to enhance the bicycling environment."* (Reference 1).

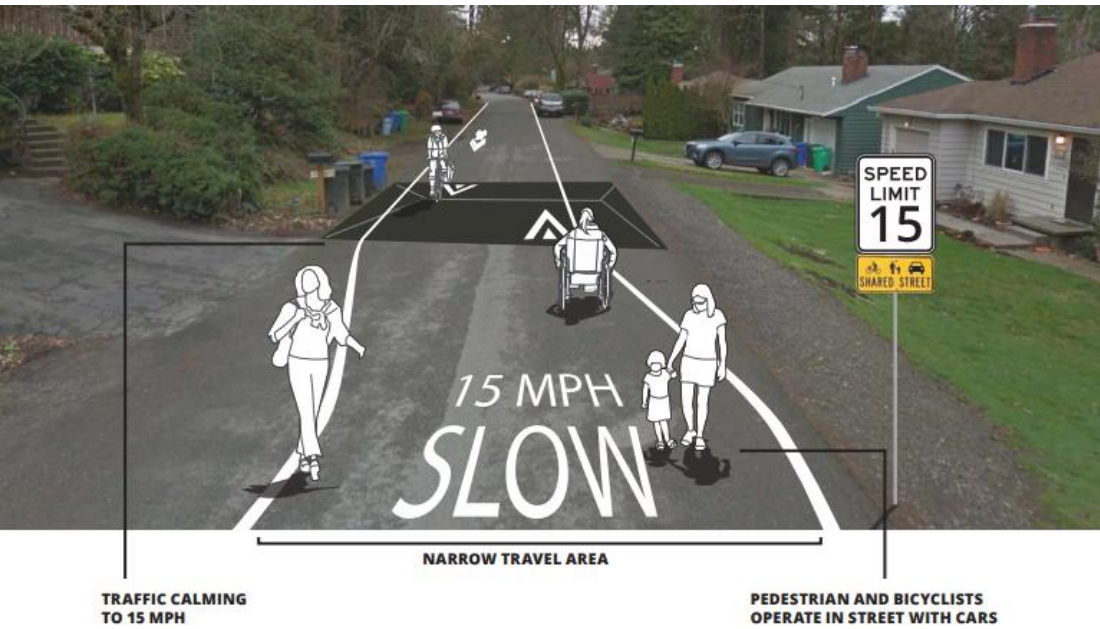
The TSP recommends that a Neighborhood Greenway contain traffic calming and other treatments along the corridor to reduce vehicle speeds so that motorists and people riding bikes can travel at the same speed. The TSP also states that *"Neighborhood greenways work best in well-connected street grids, where riders can follow a direct logical route and where higher-order, parallel streets exist to serve through-vehicle traffic."*

In addition to the City's TSP, the City of Portland also provides example illustrations of neighborhood greenway implementation; two of these are shown in Exhibits 1 and 2. Additional examples of visual illustrations of neighborhood greenways contained in the *Southwest in Motion* report.

Exhibit 1: Neighborhood Greenway Visual Illustration



Source: City of Portland *Southwest in Motion* document (Reference 2)
Exhibit 2.: Pedestrian Shared Street Visual Illustration



Source: City of Portland *Southwest in Motion* document

SE 29TH AVENUE CORRIDOR DESCRIPTION

SE 29th Avenue is a north south street that serves the Ardenwald neighborhood and provides a connection to the Springwater Corridor Trail as well as connects residents to the SE 32nd Avenue corridor to travel to other areas within the City and region. This corridor includes seven key intersections studied as part of this evaluation; these are illustrated in Exhibit 3 and listed below.

- SE Van Water Street & SE 29th Avenue
- SE Roswell Street & SE 29th Avenue
- SE Boyd Street & SE 29th Avenue
- SE Malcolm Street & SE 29th Avenue
- SE Olsen Street & SE 29th Avenue
- SE Kelvin Street & SE 29th Avenue
- SE Balfour Street & SE 29th Avenue

Per the TSP, SE 29th Avenue is a “local street” with an inferred speed limit of 25 mph. The TSP also recommends changes to the corridor to enhance the environment for people riding bikes and walking consistent with its neighborhood greenway designation.

Exhibit 1: Study Area



Source: Google Earth

BASIS OF ASSESSMENT

To help identify and evaluate potential strategies for implementation, we recorded visual observations through a corridor walk and collected volume, speed, and crash data at each of the intersections.

CORRIDOR OBSERVATIONS

The corridor walk occurred on October 6, 2022, to observe the conditions for people walking, riding bikes, and walking along the corridor, signage and pavement markings, street and intersection geometrics, and the placement of vegetation. Site visit notes are included in Appendix A. Some of the key highlights from the corridor walk include:

- Consistent with its local street designation, SE 29th Avenue does not include a center line stripe to separate the directions of travel nor a posted speed limit
- All people “share the road” as no sidewalks are provided
- At several intersections, sight distance can be enhanced by the regular trimming/maintenance of landscaping
- There are intermittent street lights along the west side of SE 29th Avenue on utility poles.
- The road pavement could be classified as “in poor condition”.
- There were some vehicles parked in the right-of-way near intersections that could restrict sight distance; there also appeared to be some abandoned vehicles parked in the corridor.
- Residents along the corridor have placed “Drive Slow” signs on lawns and various poles along the corridor.
- Shared road markings and way finding signs were visible along the route although some were obstructed by landscaping.
- Only the SE Roswell Street and SE Malcolm Street intersections have stops or yield signs on the intersecting streets.

For reference purposes, Photos 1 – 6 illustrate some of the conditions observed during the corridor walk.

Photo 1: SE 29th Avenue Cross Section



Photo 2: Condition of vegetation near intersections and street lights



Photo 3: Pavement Conditions and parked vehicles



Photo 4: "Drive Slow" Signage



Photo 5 & 6: Shared Road pavement markings and vegetation partly blocking existing way finding signs



Photo 7: Yield sign at the SE Malcolm Street/SE 29th Avenue Intersection



EXISTING VOLUMES ALONG THE CORRIDOR

In September 2022, we collected intersection and roadway counts over a twenty-four-hour period mid-week. These are provided in Appendix B.

Some of the key observations related to the volume data are summarized below.

Consistency of Vehicular Volumes with Local Street Designation

The maximum daily traffic volume recorded in the corridor was 294 vehicles per day, well below the local street “desirable” traffic volume of 1,500 vehicles per day per the City’s TSP.

The traffic volumes vary by location through the day with the highest volumes occurring in the early afternoon at the south end (SE Balfour Street) and later in the afternoon in the north (SE Van Water Street). Table 1 provides a summary of the intersection peak hour volumes for vehicles, pedestrians, and bikes. The existing (2022) intersection peak hour vehicular, pedestrian and cyclist volumes per movement are provided in Appendix C.

Table 1: Volumes on SE 29th Avenue at Each Intersection

| Intersections | Peak Hour | North South Volumes | | | East West Volumes | | |
|--|-------------------|---------------------|------------|-------|-------------------|------------|-------|
| | | Vehicles | Pedestrian | Bikes | Vehicles | Pedestrian | Bikes |
| SE Van Water Street & SE 29 th Avenue | 5:30 PM – 6:30 PM | 11 | 11 | 6 | 26 | 10 | 14 |
| SE Roswell Street & SE 29 th Avenue | 5:45 PM – 6:45 PM | 9 | 3 | 8 | 32 | 9 | 0 |
| SE Boyd Street & SE 29 th Avenue | 2:55 PM – 3:55 PM | 13 | 2 | 5 | 26 | 3 | 0 |
| SE Malcolm Street & SE 29 th Avenue | 3:20 PM – 4:20 PM | 15 | 0 | 7 | 18 | 0 | 0 |
| SE Olsen Street & SE 29 th Avenue | 2:50 PM – 3:50 PM | 12 | 1 | 5 | 19 | 0 | 1 |
| SE Kelvin Street & SE 29 th Avenue | 1:40 PM – 2:40 PM | 13 | 0 | 1 | 9 | 0 | 0 |
| SE Balfour Street & SE 29 th Avenue | 1:30 PM – 2:30 PM | 15 | 0 | 0 | 20 | 0 | 1 |

Underlining represents the highest volume observed during the counts within the corridor

The corridor traffic volumes for vehicles indicate that most motorists use the intersecting street to access SE 32nd Avenue as soon as they are able and generally do not travel multiple blocks along the corridor. Further the volumes do not indicate that any measurable cut-through traffic is occurring today. Further we note that a number of neighborhood residents walk and ride bikes in the corridor later in the evening as well. Over time, the City could consider additional street lighting if needed to support the active use of the corridor during all times of the year.

The daily volume variation for vehicles, pedestrians, and cyclists at all seven intersections are available in Appendix C.

Traffic Speeds

The speed study was collected along the entire corridor. In reviewing vehicular speed data, it is helpful to understand the average speed as well as the 85th percentile speeds. Changes to the street environment can be considered when local street “85th percentile” speeds are more than 5 – 7 mph over the posted speeds (in this case, 25 mph is considered to be the posted speed by the City). As shown in the appendix, the 85th Percentile Speed along SE 29th Avenue was measured to be 20mph and only one percent of the vehicles were observed to exceed 25 mph. A summary of the maximum and 85th percentile speeds are provided in Appendix F. The low speeds also support the observation that cut-through traffic does not appear to be occurring.

Recorded Crashes

The Oregon Department of Transportation provided information about recorded crashes in the corridor for the most recent period in which data is provided (i.e., 2016 – 2020). Per this data, no crashes occurred. The survey team noted that a crash occurred on September 20, 2022 at the SE 29th Avenue/SE Kelvin Street intersection between two vehicles but did not involve people walking or cycling. No additional information is available at this time.

PREVIOUSLY IDENTIFIED CHANGES TO THE CORRIDOR

On behalf of the City, Alta Planning and Design conducted a study in February 2021 (Reference 3) to support safe and comfortable bicycle connections through Central Milwaukie. This study identified the linkage of the SE 29th Avenue Neighborhood Greenway with the planned Monroe Street Neighborhood Greenway to the south and east. These future connections are expected to increase the activity by people walking and riding bikes along SE 29th Avenue. Refer to Appendix E for the route connection options to SE 29th Avenue.

The property to the south of the SE 29th Avenue and SE Balfour Street intersection is designated for redevelopment in the future. The concept master plan of the redevelopment indicates a potential pedestrian, cyclist, and/or vehicle link to SE 29th Avenue. Refer to Appendix F for the redevelopment master plan.

The current redevelopment plan has removable bollards limiting the vehicle link to SE 29th Avenue. Should these be permanently removed, and a vehicular connection is provided to this area, the City may want to consider monitoring traffic volumes and speeds to determine if a measurable level of cut-through traffic materializes.

OVERALL OBSERVATIONS AND CONSIDERATIONS

Based on both the recorded data and the field observations, our overall assessment indicates that SE 29th Avenue corridor operates in a manner that supports its local street and shared “roadway” environment. The traffic volumes are well below the desirable levels to support this environment and the 85th percentile speeds are 20 miles per hour. Further there is no crash data recorded. Finally, the corridor also experiences volumes of people walking and cycling throughout the day.

Based on the overall assessment, there is no indication or technical data that would indicate that there is an immediate need for changes to the corridor nor to any intersections. Instead, the assessment identified a number of considerations that can be evaluated by the City overtime as funding and/or opportunities to partner with ongoing maintenance activities and/or other capital projects occur.

The range of low to medium cost strategies that the City may implement over time in support of the neighborhood greenway include, but are not limited to those shown below.

- Lower cost enhancements
 - General maintenance and trimming of vegetation within the corridor, especially within 155 feet of intersections and at least 50 feet of road signs.
 - Consider implementing 20 mile per hour speed limits and associated signage along SE 29th Avenue as supported by the 85th percentile speed.
 - Install additional shared lane markings immediately after each intersection along SE 29th Avenue and spaced at intervals not greater than 250 feet thereafter (per the Manual of Uniform Traffic Control Devices Section 9C.07), to increase the awareness of the corridor as a “share the road” environment.
 - Install stop signs at east and west approaches for intersections within the corridor and/or consider all-way stop-control at SE Van Water Street or SE Roswell Street if through traffic volumes along SE 29th Avenue increases to beyond the “desirable” local street volume of 1,500 vehicles per day and/or crash data trends indicates a need to do this.
 - If crash trends emerge related to sight distance challenges at intersections, consider stop control signage as described above, and/or vegetation maintenance to promote pedestrian, bike, and vehicle visibility.
 - Consider changing the wayfinding from the Springwater Corridor to use SE Sherrett Street instead of SE Van Waters Street to connect to SE 29th Avenue in light of the grade changes and roadway curvature along SE Van Waters Street.
- Higher cost enhancements
 - Install speed humps along SE 29th Avenue if speeds increase to levels of 30 mph or higher for a road speed of 25 MPH.
 - Install a traffic diverter at a mid-point in the corridor (such as SE Roswell Street) if SE 29th Avenue is extended to the south and traffic volumes along the corridor materially increase (i.e., cut-through traffic starts to occur) beyond 1,500 vehicles per day.
 - Install curbing along SE 29th Avenue and/or bulb outs at key intersections to support pedestrian movements and visibility in the corridor and promote traffic calming activities at intersections; this is a longer-term aspirational potential for the corridor.
 - Provide pavement rehabilitation along the corridor to improve the comfort of people traveling along the corridor.

These considerations are also supported by the policies in the TSP. Additional strategies supported by the TSP can also be considered by the City over time. Please contact us if you have any questions or need further information.

REFERENCE

- 1) City of Milwaukie. *Transportation System Plan*. October 2018
- 2) Portland Bureau of Transportation. *Southwest in Motion*. August 2019
- 3) Alta Planning and Design. *Central Milwaukie Bikeway Connections Conceptual Design Report*. February 2021

APPENDIX

- Appendix A: Site Visit Notes
- Appendix B: Traffic and Tube Counts
- Appendix C: Volume Summary
- Appendix D: Speed Summary
- Appendix E: Alta route connection options
- Appendix F: Redevelopment Master Plan

Appendix A Site Visit Notes

FIELD INSPECTION REPORT

Project Name: AWSC Analysis: 29th Ave Corridor

Project # 26335.003

Inspection Date: 10/06/2022

Weather: Sunny

Location: SE 29th Ave: SE Balfour St to SE Van Water St

Time Period: 10:00 AM - 12:00 PM

Description of Work Inspected

Attendance:

- City of Milwaukie: Tessie Prentice
- Kittelson: Julia Kuhn, Carla Kleynhans, Jamestaun Kraupp

Field Notes:

- Intersection sight distance restricted by shrubs at certain intersections
- Road pavement in poor condition
- There are 4-levels of greenways according to the City Transportation System Plan
- There are no immediate improvements planned or funded for our recommendations.
- Concerns with enforcement of parking and abandoned vehicles
- City guessed about 40-50 feet of right of way
- City Care Free event that is good to be aware of
- Need to consider connection to Springwater trail
- Would LED signs be helpful?
- Noticed during visit that the vehicle volumes were sparse
- Noticed several pedestrians, approximately 10
- City had an initiative for "Drive Slow" signage to be installed along the corridor on lawns and various poles. Coordination effort with Neighborhood District Association (NDA).
- Multiple groups could potentially get involved: NDA, TSAP, Public Safety Council
- Light on every utility pole on the western side of the corridor
- City has the Roswell Improvements coming soon
- City installed TWSC at the 29th & Roswell Intersection per request from neighborhood
- Shared road markings and way finders installed along the corridor
- Some way finders were not clearly visible due to shrubs
- No speed signs within the corridor. TSP shows it as 25 MPH
- There is an elementary school nearby and may be a potential school route
- City intends to install PSST for all future improvements

Photos were taken in the field to demonstrate and document the existing conditions.



Photo 1: Shared Road Marking and Way Finder



Photo 2: Pavement Conditions



Photo 3: "Drive Slow" Initiative sign



Photo 4: Shrubs restricting sight distance



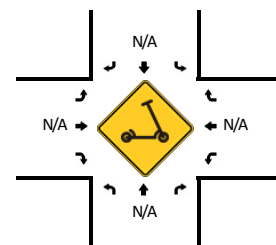
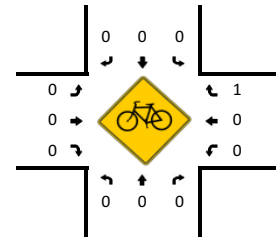
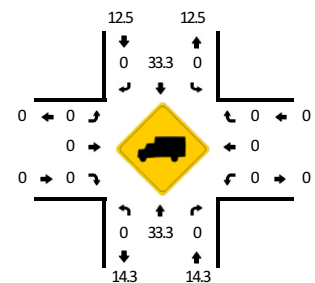
Photo 5: Way Finder restricted by shrubs



Photo 7: Vehicles parked in intersection

Appendix B Traffic and Tube Counts

QC JOB #: 15923801
DATE: Tue, Sep 20 2022

[illegible]

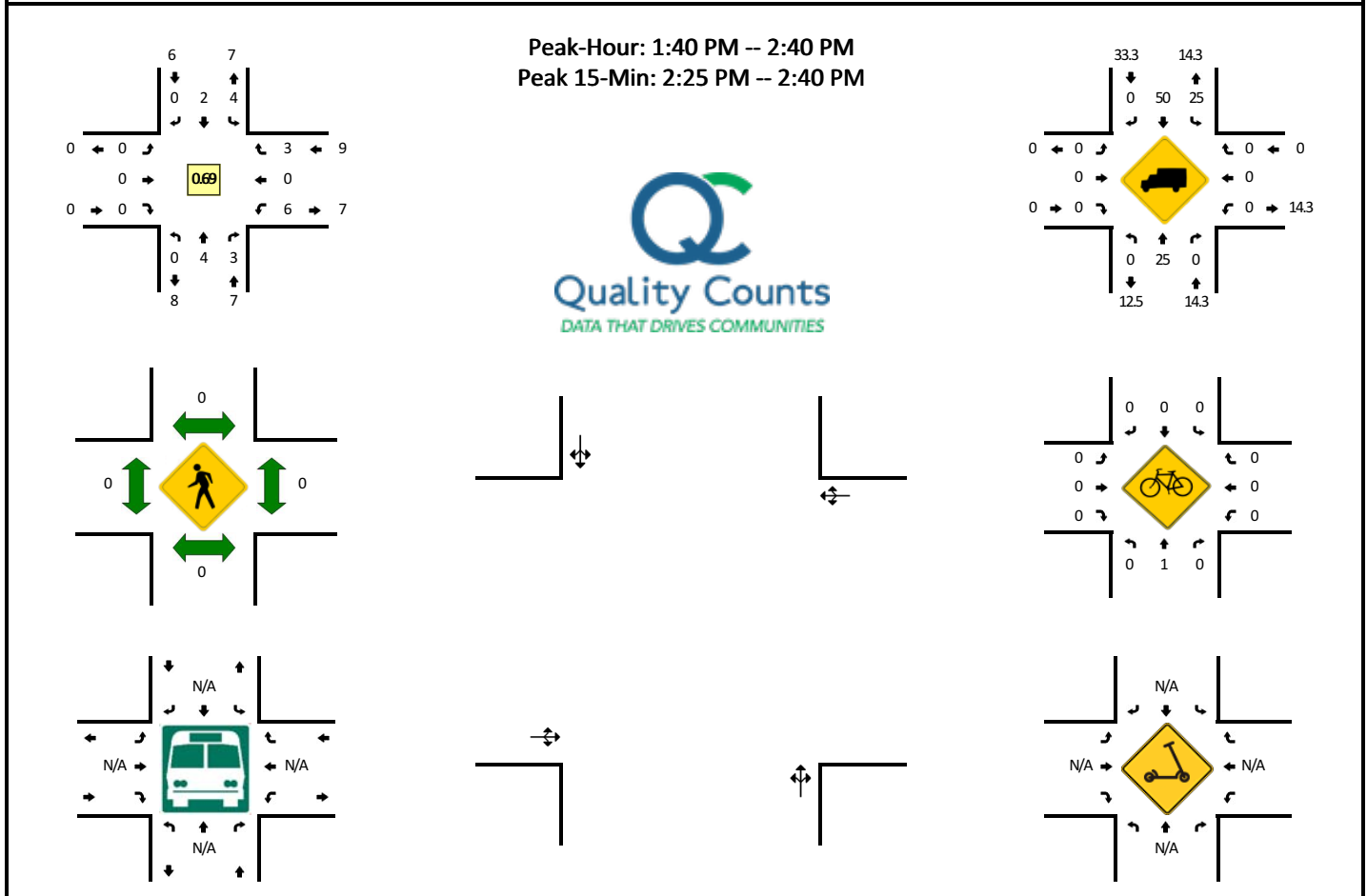
| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Balfour St (Eastbound) | | | | SE Balfour St (Westbound) | | | | Total | Hourly Totals |
|---------------------------------------|-----------------------------|------|-------|---|-----------------------------|------|-------|---|------------------------------|------|-------|---|------------------------------|------|-------|---|-------|------------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:20 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 3:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
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| 4:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
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| 5:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 6:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
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| 7:25 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 13 |
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| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 15 |
| 10:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 15 |
| 10:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18 |

| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Balfour St (Eastbound) | | | | SE Balfour St (Westbound) | | | | Total | Hourly Totals |
|---------------------------------------|-----------------------------|------|-------|---|-----------------------------|------|-------|---|------------------------------|------|-------|---|------------------------------|------|-------|---|-------|------------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
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| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
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| 10:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 17 |
| 11:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 18 |
| 11:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 17 |
| 11:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 18 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:20 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 19 |
| 11:25 AM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 7 | 25 |
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| 11:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
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| 12:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 19 |
| 12:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21 |
| 12:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 22 |
| 12:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| 12:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 12:40 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 17 |
| 12:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 19 |
| 12:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 1:05 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| 1:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 1:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
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| 1:35 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 14 |
| 1:40 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 |
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| 1:50 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| 1:55 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 4 | 19 |
| 2:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| 2:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 19 |
| 2:10 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 23 |
| 2:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 6 | 29 |
| 2:20 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 33 |
| 2:25 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 35 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 2:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 2:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 30 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 30 |
| 2:50 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 31 |
| 2:55 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 28 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 3:05 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 28 |
| 3:10 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 20 |
| 3:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 18 |
| 3:25 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 | 20 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 21 |
| 3:35 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22 |
| 3:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 21 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 3:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 18 |
| 3:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 20 |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 |
| 4:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 21 |
| 4:10 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 4 | 24 |
| 4:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 25 |
| 4:20 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 27 |
| 4:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 24 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 24 |
| 4:35 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 26 |
| 4:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 24 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 27 |
| 4:50 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 27 |
| 4:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 5:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 5:10 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 5:20 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 15 |
| 5:25 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 12 |
| 5:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |

| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Balfour St (Eastbound) | | | | SE Balfour St (Westbound) | | | | Total | Hourly Totals |
|------------------------------------|-----------------------------|------|-------|---|-----------------------------|------|-------|---|------------------------------|------|-------|---|------------------------------|------|-------|---|-------|------------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 5:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 |
| 5:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:05 PM | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 15 |
| 6:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 16 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 18 |
| 6:20 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 19 |
| 6:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 19 |
| 6:35 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 |
| 6:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 3 | 20 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 20 |
| 6:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| 6:55 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| 7:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 17 |
| 7:10 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 17 |
| 7:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 13 |
| 7:25 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 7:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 15 |
| 7:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 16 |
| 7:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 14 |
| 7:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 7:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:55 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| 8:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| 8:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 11 |
| 8:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:25 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 |
| 8:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 11 |
| 8:35 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| 8:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 9 |
| 8:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 10 |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 11 |
| 9:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 11 |
| 9:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 |
| 9:35 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 11 |
| 9:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 14 |
| 9:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 9:50 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 9:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 11 |
| 10:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 0 | 4 | 8 | 0 | 4 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 4 | 12 | 4 | 56 | |
| Heavy Trucks | 0 | 4 | 0 | | 0 | 4 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 8 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | | |

LOCATION: SE 29th Ave -- SE Kelvin St
CITY/STATE: Milwaukie, OR

QC JOB #: 15923802
DATE: Tue, Sep 20 2022



| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Kelvin St (Eastbound) | | | | SE Kelvin St (Westbound) | | | | Total | Hourly Totals |
|---------------------------------|--------------------------|------|-------|---|--------------------------|------|-------|---|--------------------------|------|-------|---|--------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:05 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 12:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Kelvin St (Eastbound) | | | | SE Kelvin St (Westbound) | | | | Total | Hourly Totals |
|---------------------------------------|-----------------------------|------|-------|---|-----------------------------|------|-------|---|-----------------------------|------|-------|---|-----------------------------|------|-------|---|-------|------------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 4:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 5:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 6:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 7:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 7:10 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 5 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 7:35 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 7 |
| 7:40 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| 7:50 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| 7:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| 8:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| 8:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| 8:25 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 13 |
| 8:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| 8:35 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 |
| 8:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 |
| 8:50 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| 8:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:05 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 |
| 9:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 9:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 9:25 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| 9:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| 9:35 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| 9:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:50 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 |
| 9:55 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 11 |
| 10:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 |
| 10:05 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 10:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 13 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 14 |
| 10:20 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| 10:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 16 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 16 |

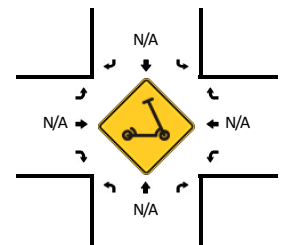
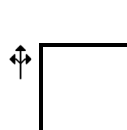
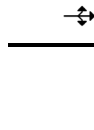
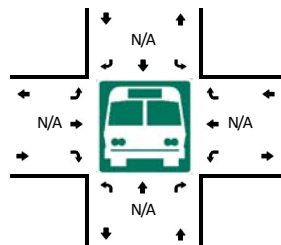
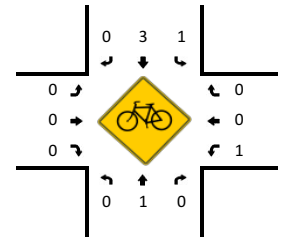
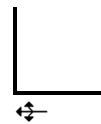
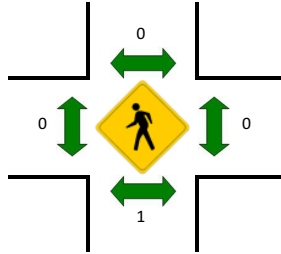
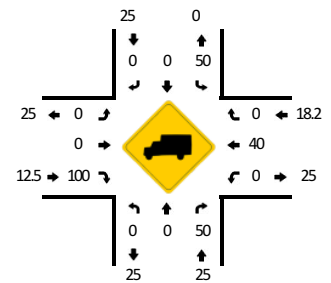
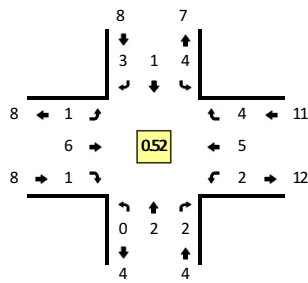
| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Kelvin St (Eastbound) | | | | SE Kelvin St (Westbound) | | | | Total | Hourly Totals |
|---------------------------------------|-----------------------------|------|-------|---|-----------------------------|------|-------|---|-----------------------------|------|-------|---|-----------------------------|------|-------|---|-------|------------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 10:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 16 |
| 10:40 AM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 18 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| 10:50 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 21 |
| 10:55 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 11:05 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 11:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 19 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 18 |
| 11:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 18 |
| 11:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19 |
| 11:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:40 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 20 |
| 11:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21 |
| 11:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 19 |
| 11:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 20 |
| 12:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 20 |
| 12:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 19 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| 12:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 17 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 16 |
| 12:35 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 12:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 15 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 11 |
| 1:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 |
| 1:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 8 |
| 1:35 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 |
| 1:40 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 9 |
| 1:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 11 |
| 1:50 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 13 |
| 1:55 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 2:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 13 |
| 2:10 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 2:15 PM | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 17 |
| 2:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 2:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 18 |
| 2:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 19 |
| 2:35 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 22 |
| 2:40 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 2:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 2:55 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 17 |
| 3:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 |
| 3:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 3:10 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 3:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 |
| 3:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 18 |
| 3:25 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 |
| 3:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 3:35 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| 3:40 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 3:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 3:55 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 14 |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 |
| 4:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 4:10 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 16 |
| 4:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 17 |
| 4:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 15 |
| 4:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 15 |
| 4:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 15 |
| 4:40 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 4 | 17 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 |
| 4:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 19 |
| 4:55 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 19 |
| 5:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 5:10 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 20 |
| 5:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 |
| 5:20 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 |
| 5:25 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 20 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 5:35 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 20 |
| 5:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 17 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 17 |

| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Kelvin St (Eastbound) | | | | SE Kelvin St (Westbound) | | | | Total | Hourly Totals |
|------------------------------------|-----------------------------|------|-------|---|-----------------------------|------|-------|---|-----------------------------|------|-------|---|-----------------------------|------|-------|---|-------|------------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 5:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 18 |
| 5:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 6:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 17 |
| 6:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 15 |
| 6:15 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 17 |
| 6:20 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 6:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 16 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 6:35 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 6:40 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 6:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 12 |
| 6:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 10 |
| 7:10 PM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 13 |
| 7:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 10 |
| 7:35 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| 7:40 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 12 |
| 7:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 14 |
| 7:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:55 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 15 |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 8:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:20 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| 8:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 12 |
| 8:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:35 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 11 |
| 8:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 |
| 8:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 8 |
| 8:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 5 |
| 9:35 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 9:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:50 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 9:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 10:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 0 | 4 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 32 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | | |

LOCATION: SE 29th Ave -- SE Olsen St
CITY/STATE: Milwaukie, OR

QC JOB #: 15923803
DATE: Tue, Sep 20 2022

Peak-Hour: 2:50 PM -- 3:50 PM
Peak 15-Min: 3:35 PM -- 3:50 PM



| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Olsen St (Eastbound) | | | | SE Olsen St (Westbound) | | | | Total | Hourly Totals |
|---------------------------------|--------------------------|------|-------|---|--------------------------|------|-------|---|-------------------------|------|-------|---|-------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | |
| 12:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 1:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Olsen St (Eastbound) | | | | SE Olsen St (Westbound) | | | | Total | Hourly Totals |
|---------------------------------------|-----------------------------|------|-------|---|-----------------------------|------|-------|---|----------------------------|------|-------|---|----------------------------|------|-------|---|-------|------------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:50 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 4:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 5:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:20 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 4 |
| 5:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 5:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 5 |
| 5:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 6:10 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 6:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 8 |
| 6:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 7 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:50 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 6:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 |
| 7:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 7:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 |
| 7:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 5 | 11 |
| 7:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 13 |
| 7:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 7:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 7:55 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 16 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 8:05 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 20 |
| 8:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 8:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 8:25 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:35 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 5 | 17 |
| 8:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 17 |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 8:50 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 8:55 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 17 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 13 |
| 9:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 9:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 17 |
| 9:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 9:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 9:35 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| 9:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 9:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 9:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| 10:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 13 |
| 10:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 9 |
| 10:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 10 |

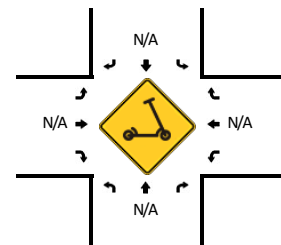
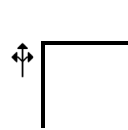
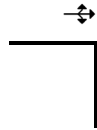
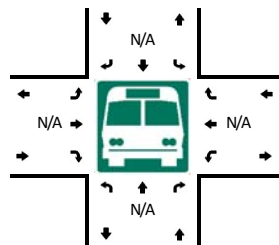
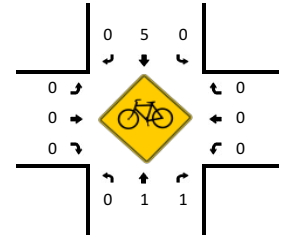
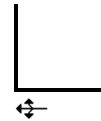
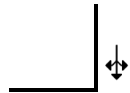
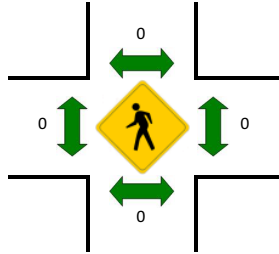
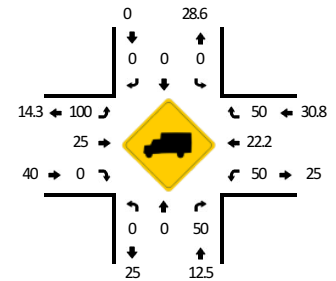
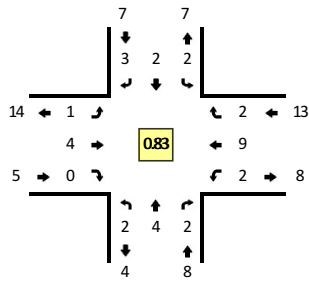
| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Olsen St (Eastbound) | | | | SE Olsen St (Westbound) | | | | Total | Hourly Totals |
|---------------------------------------|-----------------------------|------|-------|---|-----------------------------|------|-------|---|----------------------------|------|-------|---|----------------------------|------|-------|---|-------|------------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 10:35 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 12 |
| 10:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 14 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:50 AM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 |
| 10:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 13 |
| 11:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:10 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 |
| 11:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16 |
| 11:20 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 19 |
| 11:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 5 | 22 |
| 11:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| 11:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 20 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 22 |
| 11:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 22 |
| 11:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 12:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 22 |
| 12:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 24 |
| 12:10 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 25 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 12:35 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 19 |
| 12:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 17 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 12:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 1:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 14 |
| 1:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 1:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 14 |
| 1:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 15 |
| 1:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 16 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 1:35 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| 1:40 PM | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16 |
| 1:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 1:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 18 |
| 1:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 19 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| 2:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 18 |
| 2:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 17 |
| 2:20 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 2:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 18 |
| 2:35 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 21 |
| 2:40 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 19 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 21 |
| 2:50 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 22 |
| 2:55 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 24 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 26 |
| 3:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 26 |
| 3:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 |
| 3:20 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 |
| 3:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 3:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 25 |
| 3:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 3 | 1 | 0 | 8 | 29 |
| 3:40 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 30 |
| 3:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 31 |
| 3:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 29 |
| 3:55 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 29 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 4:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 26 |
| 4:10 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 28 |
| 4:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 30 |
| 4:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 30 |
| 4:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 31 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 4:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 4:40 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 15 |
| 4:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 15 |
| 4:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 13 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 |
| 5:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 16 |
| 5:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 13 |
| 5:20 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 7 | 19 |
| 5:25 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 5:35 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 5 | 24 |
| 5:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 25 |

| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Olsen St (Eastbound) | | | | SE Olsen St (Westbound) | | | | Total | Hourly Totals |
|------------------------------------|-----------------------------|------|-------|---|-----------------------------|------|-------|---|----------------------------|------|-------|---|----------------------------|------|-------|---|-------|------------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 5:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 25 |
| 5:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 26 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 6:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 6:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 23 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 23 |
| 6:20 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 18 |
| 6:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 20 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 21 |
| 6:35 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 4 | 20 |
| 6:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 23 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 24 |
| 6:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 6:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 22 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 23 |
| 7:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24 |
| 7:10 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 25 |
| 7:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 7:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:25 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 21 |
| 7:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 7:35 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 19 |
| 7:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 18 |
| 7:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 15 |
| 7:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 16 |
| 7:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 16 |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 16 |
| 8:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 8:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 14 |
| 8:25 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 |
| 8:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 14 |
| 8:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 13 |
| 8:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 12 |
| 8:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 9 |
| 9:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:50 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 9:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:10 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 10:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 10:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 5 |
| 11:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 16 | 4 | 0 | 4 | 12 | 12 | 0 | 60 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 12 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 4 | | | | 0 | | | | 0 | | | | 0 | | | 4 | |
| Bicycles | 0 | 0 | 0 | | 0 | 8 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 8 | |
| Scooters | | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | | |

LOCATION: SE 29th Ave -- SE Malcolm St
CITY/STATE: Milwaukie, OR

QC JOB #: 15923804
DATE: Tue, Sep 20 2022

Peak-Hour: 3:20 PM -- 4:20 PM
Peak 15-Min: 3:35 PM -- 3:50 PM



| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Malcolm St (Eastbound) | | | | SE Malcolm St (Westbound) | | | | Total | Hourly Totals |
|------------------------------------|-----------------------------|------|-------|---|-----------------------------|------|-------|---|------------------------------|------|-------|---|------------------------------|------|-------|---|-------|------------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:20 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 1:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Malcolm St (Eastbound) | | | | SE Malcolm St (Westbound) | | | | Total | Hourly Totals |
|---------------------------------------|-----------------------------|------|-------|---|-----------------------------|------|-------|---|------------------------------|------|-------|---|------------------------------|------|-------|---|-------|------------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 4:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 4:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 5:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:20 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 5:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 5:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 6:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:25 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 5 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 6:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 6 |
| 6:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 |
| 6:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| 7:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:20 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 13 |
| 7:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 13 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 17 |
| 7:35 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19 |
| 7:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 20 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 21 |
| 7:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 22 |
| 7:55 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 22 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 23 |
| 8:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 24 |
| 8:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 23 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24 |
| 8:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 8:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:35 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| 8:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 13 |
| 8:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 8:50 AM | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 13 |
| 8:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 14 |
| 9:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 17 |
| 9:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 14 |
| 9:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 15 |
| 9:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 9:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 9:40 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:50 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 |
| 9:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:05 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 |
| 10:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 11 |
| 10:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |

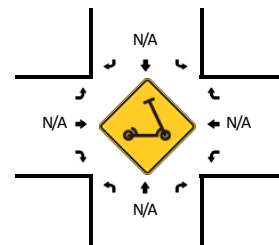
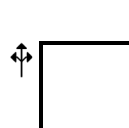
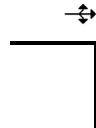
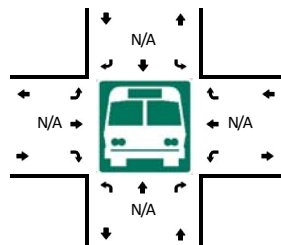
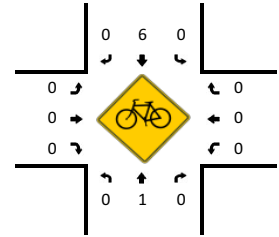
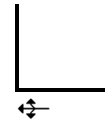
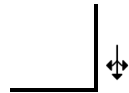
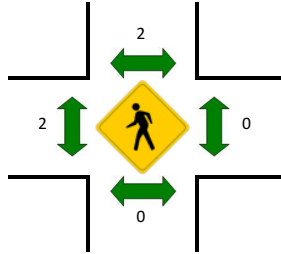
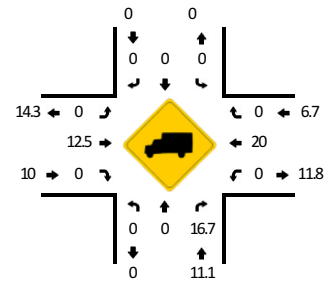
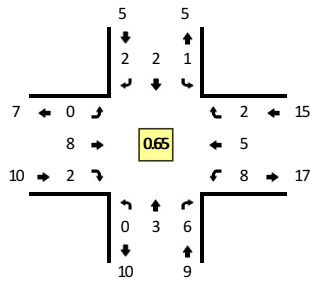
| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Malcolm St (Eastbound) | | | | SE Malcolm St (Westbound) | | | | Total | Hourly Totals |
|---------------------------------------|-----------------------------|------|-------|---|-----------------------------|------|-------|---|------------------------------|------|-------|---|------------------------------|------|-------|---|-------|------------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 10:35 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| 10:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| 10:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 11 |
| 10:50 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| 10:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:00 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 13 |
| 11:05 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 14 |
| 11:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 14 |
| 11:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 11:20 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| 11:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 11:35 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 15 |
| 11:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 14 |
| 11:50 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 11:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 15 |
| 12:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 15 |
| 12:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 13 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:35 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 13 |
| 12:40 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 14 |
| 12:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 11 |
| 1:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 1:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 1:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 1:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 13 |
| 1:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| 1:40 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 1:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1:55 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 11 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 13 |
| 2:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 13 |
| 2:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 15 |
| 2:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| 2:20 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 17 |
| 2:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 3 | 0 | 6 | 23 |
| 2:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 24 |
| 2:35 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 25 |
| 2:40 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 25 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 28 |
| 2:50 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 30 |
| 2:55 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 30 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 29 |
| 3:05 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 30 |
| 3:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 30 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 3:20 PM | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 32 |
| 3:25 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 28 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 27 |
| 3:35 PM | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 29 |
| 3:40 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 30 |
| 3:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 30 |
| 3:50 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 31 |
| 3:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 4 | 32 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 31 |
| 4:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 30 |
| 4:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 30 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 33 |
| 4:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 29 |
| 4:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 28 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 28 |
| 4:35 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 26 |
| 4:40 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 26 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 24 |
| 4:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 4:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 5:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 18 |
| 5:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 5:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:20 PM | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16 |
| 5:25 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 19 |
| 5:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 |
| 5:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 19 |
| 5:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 19 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |

| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Malcolm St (Eastbound) | | | | SE Malcolm St (Westbound) | | | | Total | Hourly Totals |
|------------------------------------|-----------------------------|------|-------|---|-----------------------------|------|-------|---|------------------------------|------|-------|---|------------------------------|------|-------|---|-------|------------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 5:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 5:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 20 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| 6:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 6:10 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| 6:20 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 20 |
| 6:25 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 5 | 21 |
| 6:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 22 |
| 6:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 6:40 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 6:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 18 |
| 6:55 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 20 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 7:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 7:10 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 20 |
| 7:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| 7:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 17 |
| 7:25 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 |
| 7:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| 7:35 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 16 |
| 7:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 16 |
| 7:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 7:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:05 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 8:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 10 |
| 8:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 8 |
| 8:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 9 |
| 8:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:40 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 |
| 8:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 |
| 8:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 10 |
| 8:55 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 12 |
| 9:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:10 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 9:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 9:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 13 |
| 9:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 13 |
| 9:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 13 |
| 9:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:50 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 10 |
| 9:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 10 |
| 10:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 6 |
| 10:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 |
| 10:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 4 | 8 | 4 | 0 | 0 | 0 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 8 | 4 | 0 | 40 | |
| Heavy Trucks | 0 | 0 | 4 | | 0 | 0 | 0 | | 4 | 0 | 0 | | 0 | 4 | 4 | | 16 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 8 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 8 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | | |

LOCATION: SE 29th Ave -- SE Boyd St
CITY/STATE: Milwaukie, OR

QC JOB #: 15923826
DATE: Tue, Sep 20 2022

Peak-Hour: 2:50 PM -- 3:50 PM
Peak 15-Min: 3:20 PM -- 3:35 PM



| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Boyd St (Eastbound) | | | | SE Boyd St (Westbound) | | | | Total | Hourly Totals |
|---------------------------------|--------------------------|------|-------|---|--------------------------|------|-------|---|------------------------|------|-------|---|------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 2:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

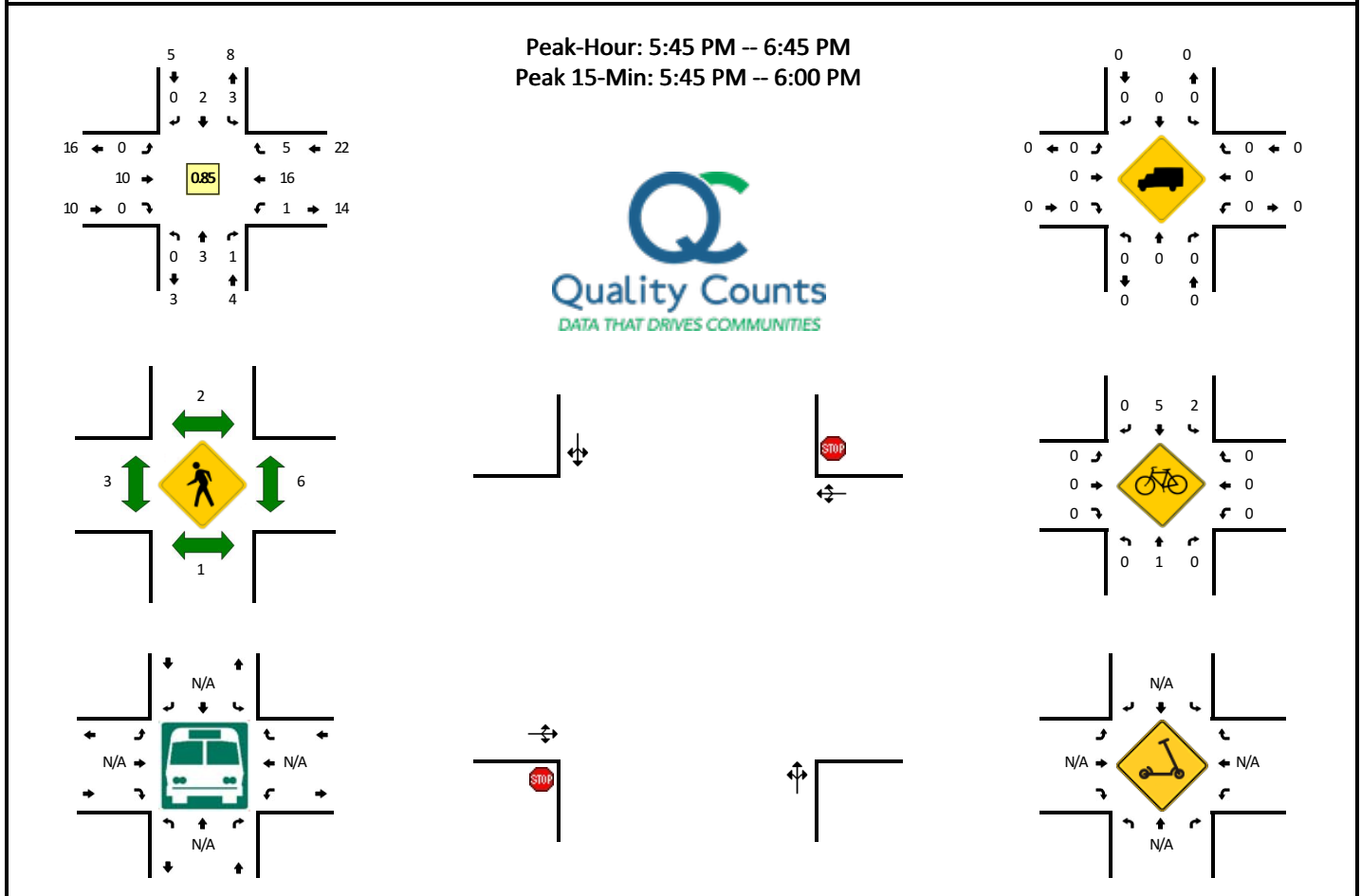
| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Boyd St (Eastbound) | | | | SE Boyd St (Westbound) | | | | Total | Hourly Totals |
|---------------------------------------|-----------------------------|------|-------|---|-----------------------------|------|-------|---|---------------------------|------|-------|---|---------------------------|------|-------|---|-------|------------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 4:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| 4:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 4:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 5:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 6:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 |
| 6:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 6:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 6:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 |
| 7:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:20 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 |
| 7:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 |
| 7:35 AM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 11 |
| 7:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 11 |
| 7:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 7:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| 7:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 8:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| 8:10 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 15 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 8:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:40 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 |
| 8:45 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 |
| 8:50 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 14 |
| 8:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 17 |
| 9:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 18 |
| 9:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 18 |
| 9:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 |
| 9:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 19 |
| 9:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21 |
| 9:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 4 | 25 |
| 9:35 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 28 |
| 9:40 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 27 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 26 |
| 9:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 22 |
| 9:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 24 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 |
| 10:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:10 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 19 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 12 |

| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Boyd St (Eastbound) | | | | SE Boyd St (Westbound) | | | | Total | Hourly Totals |
|---------------------------------------|-----------------------------|------|-------|---|-----------------------------|------|-------|---|---------------------------|------|-------|---|---------------------------|------|-------|---|-------|------------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 10:35 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 11 |
| 10:40 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| 10:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 |
| 10:50 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 13 |
| 10:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 11:00 AM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 16 |
| 11:05 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 20 |
| 11:10 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 21 |
| 11:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 23 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:35 AM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 22 |
| 11:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 11:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 5 | 24 |
| 11:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 24 |
| 11:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| 12:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 17 |
| 12:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 12:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 21 |
| 12:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21 |
| 12:25 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 23 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24 |
| 12:35 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 23 |
| 12:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 25 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 |
| 12:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:55 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 1:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 19 |
| 1:10 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 1:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 16 |
| 1:25 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 15 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 15 |
| 1:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 1:40 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 15 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 1:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 15 |
| 1:55 PM | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 17 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 |
| 2:05 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 19 |
| 2:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 19 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 2:20 PM | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 21 |
| 2:25 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 | 23 |
| 2:30 PM | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 25 |
| 2:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 2:40 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 24 |
| 2:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 26 |
| 2:50 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 26 |
| 2:55 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 27 |
| 3:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 28 |
| 3:05 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 28 |
| 3:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 29 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 30 |
| 3:20 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 29 |
| 3:25 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 28 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 7 | 32 |
| 3:35 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 35 |
| 3:40 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 36 |
| 3:45 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 5 | 39 |
| 3:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 39 |
| 3:55 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 36 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 35 |
| 4:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 33 |
| 4:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 5 | 36 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 39 |
| 4:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 38 |
| 4:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 37 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 31 |
| 4:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 30 |
| 4:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 29 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 |
| 4:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 25 |
| 4:55 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 |
| 5:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 26 |
| 5:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 5:20 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 18 |
| 5:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 16 |
| 5:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 15 |
| 5:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 15 |

| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Boyd St (Eastbound) | | | | SE Boyd St (Westbound) | | | | Total | Hourly Totals |
|------------------------------------|-----------------------------|------|-------|---|-----------------------------|------|-------|---|---------------------------|------|-------|---|---------------------------|------|-------|---|-------|------------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 5:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| 5:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 15 |
| 6:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 6:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 14 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| 6:20 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 15 |
| 6:25 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 18 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 6:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 16 |
| 6:40 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 17 |
| 6:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 6:55 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 17 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 18 |
| 7:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 21 |
| 7:10 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21 |
| 7:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 22 |
| 7:20 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 4 | 23 |
| 7:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 21 |
| 7:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 7:35 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 23 |
| 7:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 7:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 20 |
| 7:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 7:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 18 |
| 8:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 8:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 12 |
| 8:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 |
| 8:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 |
| 9:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 9:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 9:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| 10:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 10:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| 10:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| 11:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 11:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 0 | 0 | 12 | 8 | 0 | 8 | 12 | 4 | 4 | 60 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 4 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 4 | |
| Scoters | | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | | |

LOCATION: SE 29th Ave -- SE Roswell St
CITY/STATE: Milwaukie, OR

QC JOB #: 15923827
DATE: Tue, Sep 20 2022



| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Roswell St (Eastbound) | | | | SE Roswell St (Westbound) | | | | Total | Hourly Totals |
|---------------------------------|--------------------------|------|-------|---|--------------------------|------|-------|---|---------------------------|------|-------|---|---------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 1:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 1:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:05 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 2:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 5 |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 2:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 2:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |

| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Roswell St (Eastbound) | | | | SE Roswell St (Westbound) | | | | Total | Hourly Totals |
|---------------------------------------|-----------------------------|------|-------|---|-----------------------------|------|-------|---|------------------------------|------|-------|---|------------------------------|------|-------|---|-------|------------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 4:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:35 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 4:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 5:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 5:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:05 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 6:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 6:25 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 9 |
| 6:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| 6:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 12 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 14 |
| 7:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:10 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 7:20 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18 |
| 7:25 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 20 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 23 |
| 7:35 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 22 |
| 7:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 23 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 24 |
| 7:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 26 |
| 7:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 24 |
| 8:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 |
| 8:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 8:15 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 27 |
| 8:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 |
| 8:25 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 23 |
| 8:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 6 | 26 |
| 8:35 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 26 |
| 8:40 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 28 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 29 |
| 8:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 28 |
| 8:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 27 |
| 9:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 9:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22 |
| 9:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 9:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 20 |
| 9:30 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 17 |
| 9:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| 9:40 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 15 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 |
| 9:55 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 15 |
| 10:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 16 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 16 |
| 10:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 10:25 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 18 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |

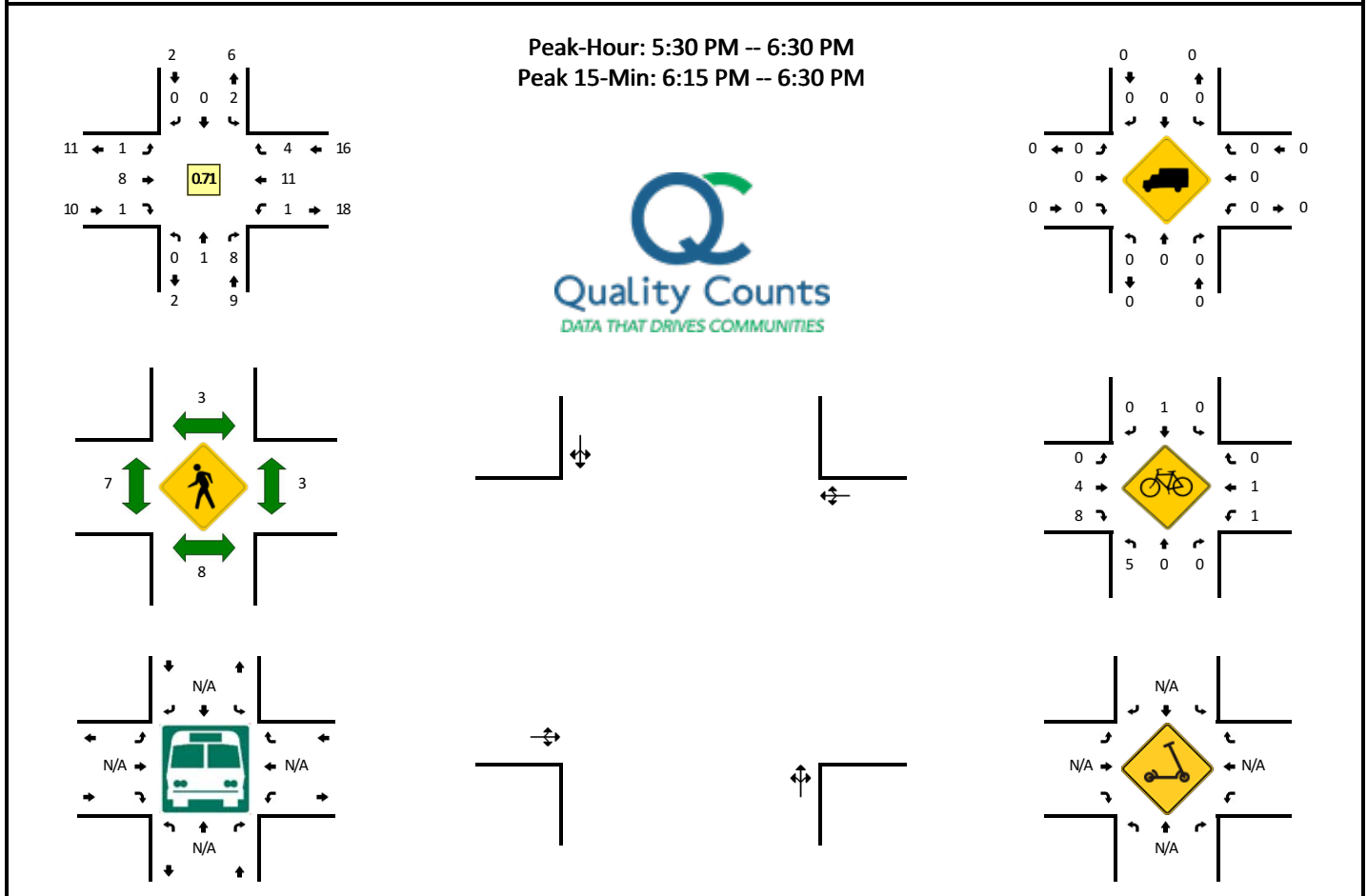
| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Roswell St (Eastbound) | | | | SE Roswell St (Westbound) | | | | Total | Hourly Totals |
|---------------------------------------|-----------------------------|------|-------|---|-----------------------------|------|-------|---|------------------------------|------|-------|---|------------------------------|------|-------|---|-------|------------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 10:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 16 |
| 10:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 14 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 15 |
| 10:50 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 |
| 10:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 17 |
| 11:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19 |
| 11:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 11:10 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 19 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| 11:20 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| 11:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 18 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 20 |
| 11:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 20 |
| 11:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 21 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 22 |
| 11:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 22 |
| 11:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:05 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 5 | 21 |
| 12:10 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 20 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 5 | 24 |
| 12:20 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 4 | 27 |
| 12:25 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 27 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 28 |
| 12:35 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 5 | 31 |
| 12:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 32 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 12:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 30 |
| 12:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 31 |
| 1:05 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 28 |
| 1:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 27 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 24 |
| 1:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 1:25 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 22 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 22 |
| 1:35 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19 |
| 1:40 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 19 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 20 |
| 1:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 20 |
| 1:55 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 24 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24 |
| 2:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 24 |
| 2:10 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 25 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 24 |
| 2:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 25 |
| 2:25 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 27 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 28 |
| 2:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 2:40 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 25 |
| 2:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 27 |
| 2:50 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 30 |
| 2:55 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 29 |
| 3:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 29 |
| 3:05 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 30 |
| 3:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 29 |
| 3:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 6 | 34 |
| 3:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 35 |
| 3:25 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 32 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 3 | 31 |
| 3:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 32 |
| 3:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 32 |
| 3:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 32 |
| 3:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 30 |
| 3:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 28 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 28 |
| 4:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 26 |
| 4:10 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 29 |
| 4:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 7 | 30 |
| 4:20 PM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 32 |
| 4:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 34 |
| 4:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 33 |
| 4:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 35 |
| 4:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 35 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 35 |
| 4:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 33 |
| 4:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 34 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 35 |
| 5:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 35 |
| 5:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 35 |
| 5:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 31 |
| 5:20 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 30 |
| 5:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 29 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 31 |
| 5:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 5:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 26 |

Comments:

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

LOCATION: SE 29th Ave -- SE Van Water St
CITY/STATE: Milwaukie, OR

QC JOB #: 15923805
DATE: Tue, Sep 20 2022



| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Van Water St (Eastbound) | | | | SE Van Water St (Westbound) | | | | Total | Hourly Totals |
|---------------------------------|--------------------------|------|-------|---|--------------------------|------|-------|---|-----------------------------|------|-------|---|-----------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:05 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 12:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| 1:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Van Water St (Eastbound) | | | | SE Van Water St (Westbound) | | | | Total | Hourly Totals |
|---------------------------------------|-----------------------------|------|-------|---|-----------------------------|------|-------|---|--------------------------------|------|-------|---|--------------------------------|------|-------|---|-------|------------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 4:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 5:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 |
| 5:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 6:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 6 |
| 6:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 6:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 7 |
| 7:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 8 |
| 7:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 10 |
| 7:35 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 |
| 7:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 13 |
| 7:50 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 |
| 7:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 13 |
| 8:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:15 AM | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 15 |
| 8:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 18 |
| 8:25 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 19 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 17 |
| 8:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 17 |
| 8:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 8:55 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 18 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 9:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 18 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 9:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 9:25 AM | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 13 |
| 9:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 18 |
| 9:35 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 18 |
| 9:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 9:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 20 |
| 9:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 |
| 9:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 20 |
| 10:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 4 | 24 |
| 10:05 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 |
| 10:10 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 26 |
| 10:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 30 |
| 10:20 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 30 |
| 10:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 27 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 24 |

| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Van Water St (Eastbound) | | | | SE Van Water St (Westbound) | | | | Total | Hourly Totals |
|---------------------------------------|-----------------------------|------|-------|---|-----------------------------|------|-------|---|--------------------------------|------|-------|---|--------------------------------|------|-------|---|-------|------------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 10:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 24 |
| 10:40 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 |
| 10:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 24 |
| 10:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 25 |
| 10:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 25 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 23 |
| 11:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 26 |
| 11:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 25 |
| 11:15 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 23 |
| 11:20 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 25 |
| 11:25 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 27 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:35 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 27 |
| 11:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 25 |
| 11:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 25 |
| 11:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 22 |
| 12:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| 12:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 17 |
| 12:20 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| 12:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:35 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 6 | 15 |
| 12:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 17 |
| 12:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 12:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 17 |
| 12:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 20 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 20 |
| 1:05 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 4 | 23 |
| 1:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 25 |
| 1:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 26 |
| 1:20 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 28 |
| 1:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 28 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 29 |
| 1:35 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 26 |
| 1:40 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 27 |
| 1:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 28 |
| 1:50 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 28 |
| 1:55 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 26 |
| 2:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 29 |
| 2:05 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 26 |
| 2:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 25 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 24 |
| 2:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 3 | 24 |
| 2:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 25 |
| 2:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 26 |
| 2:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 24 |
| 2:40 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 23 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 22 |
| 2:50 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 23 |
| 2:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 24 |
| 3:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 23 |
| 3:05 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 24 |
| 3:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 25 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 25 |
| 3:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 3:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 21 |
| 3:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 1 | 0 | 7 | 26 |
| 3:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 3:40 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 25 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 26 |
| 3:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 3:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 22 |
| 4:05 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 5 | 25 |
| 4:10 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 5 | 28 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 27 |
| 4:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 4:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 27 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 22 |
| 4:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 24 |
| 4:40 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 24 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 26 |
| 4:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 28 |
| 4:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 30 |
| 5:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 4 | 30 |
| 5:05 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 28 |
| 5:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 3 | 26 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 27 |
| 5:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 4 | 31 |
| 5:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 32 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 2 | 0 | 6 | 36 |
| 5:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 35 |
| 5:40 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 35 |
| 5:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 35 |

| 5-Min Count Period Beginning At | SE 29th Ave (Northbound) | | | | SE 29th Ave (Southbound) | | | | SE Van Water St (Eastbound) | | | | SE Van Water St (Westbound) | | | | Total | Hourly Totals |
|------------------------------------|-----------------------------|------|-------|---|-----------------------------|------|-------|---|--------------------------------|------|-------|---|--------------------------------|------|-------|---|-------|------------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 5:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 35 |
| 5:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 6:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 32 |
| 6:05 PM | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 33 |
| 6:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 32 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 33 |
| 6:20 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 33 |
| 6:25 PM | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 6 | 37 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 35 |
| 6:35 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 35 |
| 6:40 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 36 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 34 |
| 6:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 33 |
| 6:55 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 35 |
| 7:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 34 |
| 7:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 7:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 29 |
| 7:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 29 |
| 7:20 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 28 |
| 7:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 25 |
| 7:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 23 |
| 7:35 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 26 |
| 7:40 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 26 |
| 7:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 25 |
| 7:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 25 |
| 7:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24 |
| 8:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 23 |
| 8:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 24 |
| 8:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 26 |
| 8:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 25 |
| 8:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 8:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 8:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 14 |
| 8:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 12 |
| 8:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 13 |
| 8:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 13 |
| 8:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:10 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 |
| 9:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7 |
| 9:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 |
| 9:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 10:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 10:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 10:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 6 |
| 10:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 10:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 6 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 6 |
| 11:05 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 11:10 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 |
| 11:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 |
| 11:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 10 |
| 11:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 11 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:50 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| 11:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 0 | 4 | 12 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 4 | 12 | 8 | 0 | 52 | |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 20 | | | | 4 | | | | 20 | | | | 0 | | | 44 | |
| Bicycles | 4 | 0 | 0 | | 0 | 0 | 0 | | 0 | 4 | 12 | | 4 | 0 | 0 | | 24 | |
| Scooters | | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| LOCATION: NB SE 29th Ave S of SE Balfour St | | | | | | | | | | | | | | | QC JOB #: 15923806 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: NB SE 29th Ave S of SE Balfour St | | | | | | | | | | | | | | | QC JOB #: 15923806 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: NB SE 29th Ave S of SE Balfour St | | | | | | | | | | | | | | | QC JOB #: 15923806 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 12:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 02:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 02:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 03:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM


SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: NB SE 29th Ave S of SE Balfour St SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923806 DIRECTION: NB DATE: Sep 20 2022 | | |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 06:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 06:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1-10 | 14 |
| Percent | 91.3% | 8.7% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 11:15 AM 2 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 11:15 AM 2 | | |
| PM Peak 15-min Vol | 6:15 PM 2 | 4:30 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 6:15 PM 2 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|---|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|---|------------|-------------------|
| LOCATION: NB SE 29th Ave S of SE Balfour St | | | | | | | | | | | | | | | QC JOB #: 15923806 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1-10 | 14 |
| Percent | 91.3% | 8.7% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 91.3% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 23 |  | | | | | | | | | | | | | | 85th Percentile: 13 MPH Mean Speed(Average): 8 MPH Median: 8 MPH Mode: 8 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| LOCATION: EB SE Balfour St W of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923807 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| LOCATION: EB SE Balfour St W of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923807 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 07:00 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:00 AM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 AM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| LOCATION: EB SE Balfour St W of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923807 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 02:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 02:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 02:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 02:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:30 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM


SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: EB SE Balfour St W of SE 29th Ave SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923807 DIRECTION: EB DATE: Sep 20 2022 | | |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 06:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 06:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 07:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 09:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 PM | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1-10 | 3 |
| 09:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 1-10 | 30 |
| Percent | 93.8% | 6.3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 10:00 AM 3 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 10:00 AM 3 | | |
| PM Peak 15-min Vol | 9:30 PM 4 | 3:15 PM 2 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 9:30 PM 4 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|---|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|---|------------|-------------------|
| LOCATION: EB SE Balfour St W of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923807 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 1-10 | 30 |
| Percent | 93.8% | 6.3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 93.8% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 48 |  | | | | | | | | | | | | | | 85th Percentile: 13 MPH Mean Speed(Average): 8 MPH Median: 8 MPH Mode: 8 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Balfour St | | | | | | | | | | | | | | | QC JOB #: 15923808 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: SB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Balfour St | | | | | | | | | | | | | | | QC JOB #: 15923808 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: SB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 06:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:30 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 08:45 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:15 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 10:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 11:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 11:15 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 11:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Balfour St | | | | | | | | | | | | | | | QC JOB #: 15923808 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: SB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 12:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 12:30 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 12:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 PM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 4 |
| 01:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 02:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 02:15 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 02:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 02:45 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 03:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 03:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 03:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 03:45 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 04:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 04:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 05:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 05:15 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 05:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 05:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM


SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Balfour St SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923808 DIRECTION: SB DATE: Sep 20 2022 | | |
|---|---------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 06:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 06:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 06:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 08:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 08:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 09:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 51 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 11-20 | 37 |
| Percent | 67.1% | 26.3% | 6.6% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 10:15 AM 2 | 6:30 AM 1 | 7:30 AM 1 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 11:15 AM 3 | | |
| PM Peak 15-min Vol | 2:15 PM 3 | 1:30 PM 4 | 9:45 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 1:30 PM 4 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|---|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|---|------------|-------------------|
| LOCATION: SB SE 29th Ave N of SE Balfour St | | | | | | | | | | | | | | | QC JOB #: 15923808 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: SB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 51 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 11-20 | 37 |
| Percent | 67.1% | 26.3% | 6.6% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 67.1% | 93.4% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 76 |  | | | | | | | | | | | | | | 85th Percentile: 18 MPH Mean Speed(Average): 11 MPH Median: 11 MPH Mode: 8 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: WB SE Balfour St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923809 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: WB SE Balfour St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923809 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 07:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:30 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 07:45 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 08:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:00 AM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 09:15 AM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 09:30 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 09:45 AM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 10:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 10:15 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 10:30 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 10:45 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 11:00 AM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 11:15 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: WB SE Balfour St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923809 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 3 |
| 12:15 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:45 PM | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 3 |
| 02:00 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 02:15 PM | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 16-25 | 5 |
| 02:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 02:45 PM | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 3 |
| 03:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 03:15 PM | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 3 |
| 03:30 PM | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 3 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 PM | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 2 |
| 04:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 04:30 PM | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 3 |
| 04:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 05:30 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: WB SE Balfour St E of SE 29th Ave SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923809 DIRECTION: WB DATE: Sep 20 2022 | | |
|---|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 06:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 06:30 PM | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1-10 | 2 |
| 06:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 07:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:30 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 07:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:45 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 09:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 09:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 09:30 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 3 |
| 09:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 72 | 53 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 11-20 | 77 |
| Percent | 55.8% | 41.1% | 3.1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 9:00 AM 3 | 7:00 AM 2 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 7:30 AM 3 | | |
| PM Peak 15-min Vol | 6:30 PM 3 | 2:15 PM 4 | 2:15 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 2:15 PM 7 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|---|------------|-------------------|
| LOCATION: WB SE Balfour St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923809 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 72 | 53 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 11-20 | 77 |
| Percent | 55.8% | 41.1% | 3.1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 55.8% | 96.9% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 129 | | | | | | | | | | | | | | | 85th Percentile: 18 MPH Mean Speed(Average): 13 MPH Median: 13 MPH Mode: 8 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: NB SE 29th Ave S of SE Kelvin St | | | | | | | | | | | | | | | QC JOB #: 15923810 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: NB SE 29th Ave S of SE Kelvin St | | | | | | | | | | | | | | | QC JOB #: 15923810 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 08:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 09:00 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 09:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 09:30 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 10:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:45 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 11:00 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 11:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 11:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: NB SE 29th Ave S of SE Kelvin St | | | | | | | | | | | | | | | QC JOB #: 15923810 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 03:30 PM | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 3 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 04:45 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 05:00 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 05:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 05:30 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM


SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: NB SE 29th Ave S of SE Kelvin St SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923810 DIRECTION: NB DATE: Sep 20 2022 | | |
|--|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 06:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 06:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 07:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 07:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 29 | 18 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 11-20 | 28 |
| Percent | 54.7% | 34% | 9.4% | 1.9% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 9:00 AM 2 | 10:00 AM 2 | 9:30 AM 1 | 8:30 AM 1 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 8:30 AM 2 | | |
| PM Peak 15-min Vol | 2:15 PM 3 | 3:30 PM 3 | 12:00 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 3:30 PM 4 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|--|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|---|------------|-------------------|
| LOCATION: NB SE 29th Ave S of SE Kelvin St | | | | | | | | | | | | | | | QC JOB #: 15923810 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 29 | 18 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 11-20 | 28 |
| Percent | 54.7% | 34% | 9.4% | 1.9% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 54.7% | 88.7% | 98.1% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 53 |  | | | | | | | | | | | | | | 85th Percentile: 19 MPH Mean Speed(Average): 13 MPH Median: 13 MPH Mode: 8 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: EB SE Kelvin St W of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923811 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 05:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: EB SE Kelvin St W of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923811 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 07:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:00 AM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 10:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 11:00 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: EB SE Kelvin St W of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923811 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM


SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: EB SE Kelvin St W of SE 29th Ave SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923811 DIRECTION: EB DATE: Sep 20 2022 | | |
|--|---------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 06:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 31 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 1-10 | 21 |
| Percent | 91.2% | 8.8% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 10:00 AM 3 | 4:45 AM 1 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 10:00 AM 3 | | |
| PM Peak 15-min Vol | 12:00 PM 3 | 3:15 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 3 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|--|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|---|------------|-------------------|
| LOCATION: EB SE Kelvin St W of SE 29th Ave | | | | | | | | | | | | | | QC JOB #: 15923811 | | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | DATE: Sep 20 2022 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 31 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 1-10 | 21 |
| Percent | 91.2% | 8.8% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 91.2% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 34 |  | | | | | | | | | | | | | | 85th Percentile: 13 MPH Mean Speed(Average): 8 MPH Median: 8 MPH Mode: 8 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Kelvin St | | | | | | | | | | | | | | | QC JOB #: 15923812 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: SB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Kelvin St | | | | | | | | | | | | | | | QC JOB #: 15923812 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: SB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21-30 | 1 |
| 07:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21-30 | 1 |
| 08:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 10:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21-30 | 1 |
| 11:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 11:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 11:30 AM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Kelvin St | | | | | | | | | | | | | | | QC JOB #: 15923812 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: SB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 01:30 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 3 |
| 01:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 02:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 3 |
| 02:45 PM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 2 |
| 03:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 03:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 03:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 03:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 04:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 05:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 05:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 05:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM


SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Kelvin St SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923812 DIRECTION: SB DATE: Sep 20 2022 | | |
|--|--------------|---------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 06:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 06:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 08:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 09:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21-30 | 1 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 22 | 23 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 16-25 | 32 |
| Percent | 37.9% | 39.7% | 15.5% | 6.9% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 2:45 AM 1 | 12:00 AM 1 | 9:45 AM 1 | 7:30 AM 1 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 11:30 AM 3 | | |
| PM Peak 15-min Vol | 2:45 PM 2 | 1:30 PM 2 | 2:45 PM 2 | 9:45 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 2:45 PM 4 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|--|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|--|------------|-------------------|
| LOCATION: SB SE 29th Ave N of SE Kelvin St | | | | | | | | | | | | | | QC JOB #: 15923812 | | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: SB | | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | DATE: Sep 20 2022 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 22 | 23 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 16-25 | 32 |
| Percent | 37.9% | 39.7% | 15.5% | 6.9% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 37.9% | 77.6% | 93.1% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 58 |  | | | | | | | | | | | | | | 85th Percentile: 22 MPH Mean Speed(Average): 16 MPH Median: 16 MPH Mode: 18 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: WB SE Kelvin St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923813 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: WB SE Kelvin St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923813 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 06:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 10:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:30 AM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 1 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 11:15 AM | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1-10 | 3 |
| 11:30 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 11:45 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: WB SE Kelvin St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923813 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 12:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 12:30 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 12:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 01:45 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 02:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 02:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 02:30 PM | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 02:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:15 PM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 04:30 PM | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 11-20 | 4 |
| 04:45 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21-30 | 1 |
| 05:00 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 05:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 05:30 PM | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1-10 | 3 |
| 05:45 PM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: WB SE Kelvin St E of SE 29th Ave SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923813 DIRECTION: WB DATE: Sep 20 2022 | | |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1-10 | 3 |
| 06:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 06:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 PM | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 11-20 | 3 |
| 07:45 PM | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 3 |
| 08:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 09:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 49 | 29 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 11-20 | 45 |
| Percent | 55.1% | 32.6% | 9% | 3.4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 11:15 AM 4 | 11:30 AM 2 | 10:30 AM 1 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 11:15 AM 4 | | |
| PM Peak 15-min Vol | 5:30 PM 4 | 4:30 PM 4 | 12:00 PM 1 | 12:00 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 7:30 PM 6 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|---|------------|-------------------|
| LOCATION: WB SE Kelvin St E of SE 29th Ave | | | | | | | | | | | | | | QC JOB #: 15923813 | | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | DATE: Sep 20 2022 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 49 | 29 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 11-20 | 45 |
| Percent | 55.1% | 32.6% | 9% | 3.4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 55.1% | 87.6% | 96.6% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 89 | | | | | | | | | | | | | | | 85th Percentile: 19 MPH Mean Speed(Average): 13 MPH Median: 13 MPH Mode: 8 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: NB SE 29th Ave S of SE Olsen St | | | | | | | | | | | | | | | QC JOB #: 15923814 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 05:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: NB SE 29th Ave S of SE Olsen St | | | | | | | | | | | | | | | QC JOB #: 15923814 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 06:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:45 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21-30 | 1 |
| 08:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 10:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 10:45 AM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 11:00 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 11:15 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 11:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| LOCATION: NB SE 29th Ave S of SE Olsen St | | | | | | | | | | | | | | | QC JOB #: 15923814 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:30 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 01:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 02:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 02:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 02:30 PM | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 02:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21-30 | 1 |
| 03:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 03:45 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 04:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 05:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 05:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 05:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: NB SE 29th Ave S of SE Olsen St SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923814 DIRECTION: NB DATE: Sep 20 2022 | | |
|---|---------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 06:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 06:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21-30 | 1 |
| 07:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 24 | 19 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 11-20 | 27 |
| Percent | 44.4% | 35.2% | 11.1% | 9.3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 10:45 AM 3 | 9:30 AM 2 | 5:45 AM 1 | 8:30 AM 1 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 7:45 AM 3 | | |
| PM Peak 15-min Vol | 3:45 PM 2 | 2:30 PM 2 | 1:45 PM 1 | 12:00 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 2:30 PM 3 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|---|------------|-------------------|
| LOCATION: NB SE 29th Ave S of SE Olsen St | | | | | | | | | | | | | | QC JOB #: 15923814 | | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: NB | | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | DATE: Sep 20 2022 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 24 | 19 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 11-20 | 27 |
| Percent | 44.4% | 35.2% | 11.1% | 9.3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 44.4% | 79.6% | 90.7% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 54 | | | | | | | | | | | | | | | 85th Percentile: 22 MPH Mean Speed(Average): 15 MPH Median: 15 MPH Mode: 8 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: EB SE Olsen St W of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923815 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: EB SE Olsen St W of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923815 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 06:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:30 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 07:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:30 AM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 10:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 11:30 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| LOCATION: EB SE Olsen St W of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923815 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 12:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 02:30 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 02:45 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 03:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 03:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 03:30 PM | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1-10 | 3 |
| 03:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 04:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 05:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 05:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM


SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: EB SE Olsen St W of SE 29th Ave SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923815 DIRECTION: EB DATE: Sep 20 2022 | | |
|---|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 PM | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 3 |
| 06:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 06:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 40 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 11-20 | 31 |
| Percent | 69% | 31% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 8:30 AM 3 | 6:00 AM 1 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 8:30 AM 3 | | |
| PM Peak 15-min Vol | 3:30 PM 4 | 2:45 PM 2 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 3:30 PM 5 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|---|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|---|------------|-------------------|
| LOCATION: EB SE Olsen St W of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923815 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 40 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 11-20 | 31 |
| Percent | 69% | 31% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 69% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 58 |  | | | | | | | | | | | | | | 85th Percentile: 17 MPH Mean Speed(Average): 10 MPH Median: 10 MPH Mode: 8 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Olsen St | | | | | | | | | | | | | | | QC JOB #: 15923816 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: SB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Olsen St | | | | | | | | | | | | | | | QC JOB #: 15923816 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: SB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 07:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21-30 | 1 |
| 11:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 11:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Olsen St | | | | | | | | | | | | | | | QC JOB #: 15923816 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: SB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 PM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 01:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 02:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 02:45 PM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 1 |
| 03:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 03:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 03:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 03:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 04:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 05:30 PM | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM


SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Olsen St SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923816 DIRECTION: SB DATE: Sep 20 2022 | | |
|---|--------------|---------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 06:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 06:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 19 | 16 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 16-25 | 24 |
| Percent | 42.2% | 35.6% | 17.8% | 2.2% | 0% | 2.2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 7:30 AM 2 | 7:30 AM 1 | 4:45 AM 1 | 10:45 AM 1 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 7:30 AM 3 | | |
| PM Peak 15-min Vol | 2:45 PM 2 | 12:30 PM 2 | 1:30 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 5:30 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 1:30 PM 3 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|---|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|---|------------|-------------------|
| LOCATION: SB SE 29th Ave N of SE Olsen St | | | | | | | | | | | | | | QC JOB #: 15923816 | | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: SB | | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | DATE: Sep 20 2022 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 19 | 16 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 16-25 | 24 |
| Percent | 42.2% | 35.6% | 17.8% | 2.2% | 0% | 2.2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 42.2% | 77.8% | 95.6% | 97.8% | 97.8% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 45 |  | | | | | | | | | | | | | | 85th Percentile: 22 MPH Mean Speed(Average): 16 MPH Median: 16 MPH Mode: 8 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: WB SE Olsen St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923817 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 05:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: WB SE Olsen St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923817 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 AM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 1 |
| 07:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:30 AM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 1 |
| 08:45 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 09:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 09:15 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 10:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 10:30 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 11:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 11:30 AM | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 11-20 | 4 |
| 11:45 AM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: WB SE Olsen St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923817 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 3 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 01:15 PM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 4 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 02:30 PM | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1-10 | 2 |
| 02:45 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 03:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 PM | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1-10 | 3 |
| 03:45 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 04:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:15 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 PM | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 11-20 | 3 |
| 05:00 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 05:15 PM | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 4 |
| 05:30 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 05:45 PM | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1-10 | 3 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: WB SE Olsen St E of SE 29th Ave SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923817 DIRECTION: WB DATE: Sep 20 2022 | | |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 06:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 06:30 PM | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 11-20 | 4 |
| 06:45 PM | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 3 |
| 07:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:30 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 07:45 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 08:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:30 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 08:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 09:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 09:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 10:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 10:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 68 | 51 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 11-20 | 74 |
| Percent | 51.9% | 38.9% | 9.2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 11:30 AM 3 | 11:30 AM 3 | 7:30 AM 1 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 11:30 AM 6 | | |
| PM Peak 15-min Vol | 5:45 PM 5 | 1:15 PM 4 | 12:30 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 6:30 PM 7 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|---|------------|-------------------|
| LOCATION: WB SE Olsen St E of SE 29th Ave | | | | | | | | | | | | | | QC JOB #: 15923817 | | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | DATE: Sep 20 2022 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 68 | 51 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 11-20 | 74 |
| Percent | 51.9% | 38.9% | 9.2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 51.9% | 90.8% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 131 | | | | | | | | | | | | | | | 85th Percentile: 19 MPH Mean Speed(Average): 14 MPH Median: 14 MPH Mode: 8 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| LOCATION: NB Se 29th Ave S of SE Malcolm St | | | | | | | | | | | | | | | QC JOB #: 15923818 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 05:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| LOCATION: NB Se 29th Ave S of SE Malcolm St | | | | | | | | | | | | | | | QC JOB #: 15923818 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 07:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21-30 | 1 |
| 08:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 09:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 10:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 11:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 11:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: NB Se 29th Ave S of SE Malcolm St | | | | | | | | | | | | | | | QC JOB #: 15923818 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21-30 | 1 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 01:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 02:30 PM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 1 |
| 02:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 03:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 03:15 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 03:30 PM | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 03:45 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 3 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: NB Se 29th Ave S of SE Malcolm St SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923818 DIRECTION: NB DATE: Sep 20 2022 | | |
|---|--------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 06:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 06:30 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 06:45 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21-30 | 2 |
| 07:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 07:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:30 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 08:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 09:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 14 | 14 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 16-25 | 35 |
| Percent | 26.4% | 26.4% | 39.6% | 7.5% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 5:30 AM 1 | 8:45 AM 2 | 1:15 AM 1 | 8:30 AM 1 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 8:45 AM 2 | | |
| PM Peak 15-min Vol | 2:30 PM 2 | 5:15 PM 2 | 3:45 PM 2 | 12:00 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 2:30 PM 3 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|--|------------|-------------------|
| LOCATION: NB Se 29th Ave S of SE Malcolm St | | | | | | | | | | | | | | QC JOB #: 15923818 | | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: NB | | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | DATE: Sep 20 2022 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 14 | 14 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 16-25 | 35 |
| Percent | 26.4% | 26.4% | 39.6% | 7.5% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 26.4% | 52.8% | 92.5% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 53 | | | | | | | | | | | | | | | 85th Percentile: 24 MPH Mean Speed(Average): 19 MPH Median: 19 MPH Mode: 23 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: EB SE Malcolm St W of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923819 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 05:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: EB SE Malcolm St W of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923819 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 07:00 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 07:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:30 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 07:45 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 09:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 10:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: EB SE Malcolm St W of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923819 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 12:30 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 12:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 01:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 02:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 03:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:15 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 05:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM


SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: EB SE Malcolm St W of SE 29th Ave SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923819 DIRECTION: EB DATE: Sep 20 2022 | | |
|---|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 06:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 06:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 38 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 1-10 | 25 |
| Percent | 71.7% | 18.9% | 9.4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 6:45 AM 2 | 5:00 AM 1 | 9:00 AM 1 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 6:45 AM 3 | | |
| PM Peak 15-min Vol | 2:00 PM 2 | 4:15 PM 2 | 12:30 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 4:15 PM 3 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|---|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|---|------------|-------------------|
| LOCATION: EB SE Malcolm St W of SE 29th Ave | | | | | | | | | | | | | | QC JOB #: 15923819 | | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | DATE: Sep 20 2022 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 38 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 1-10 | 25 |
| Percent | 71.7% | 18.9% | 9.4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 71.7% | 90.6% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 53 |  | | | | | | | | | | | | | | 85th Percentile: 18 MPH Mean Speed(Average): 10 MPH Median: 10 MPH Mode: 8 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Malcolm St | | | | | | | | | | | | | | | QC JOB #: 15923820 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: SB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Malcolm St | | | | | | | | | | | | | | | QC JOB #: 15923820 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: SB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 AM | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 3 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21-30 | 1 |
| 11:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 11:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Malcolm St | | | | | | | | | | | | | | | QC JOB #: 15923820 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: SB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 12:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 01:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 02:00 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 02:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 03:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 03:15 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 03:30 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 3 |
| 03:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 PM | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1-10 | 3 |
| 05:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 05:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Malcolm St SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923820 DIRECTION: SB DATE: Sep 20 2022 | | |
|---|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 06:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:15 PM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 1 |
| 07:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 22 | 16 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 11-20 | 23 |
| Percent | 46.8% | 34% | 14.9% | 4.3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 7:30 AM 2 | 7:30 AM 2 | 11:00 AM 1 | 10:45 AM 1 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 7:30 AM 4 | | |
| PM Peak 15-min Vol | 5:00 PM 4 | 3:30 PM 2 | 1:45 PM 1 | 6:15 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 5:00 PM 4 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|---|------------|-------------------|
| LOCATION: SB SE 29th Ave N of SE Malcolm St | | | | | | | | | | | | | | QC JOB #: 15923820 | | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: SB | | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | DATE: Sep 20 2022 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 22 | 16 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 11-20 | 23 |
| Percent | 46.8% | 34% | 14.9% | 4.3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 46.8% | 80.9% | 95.7% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 47 | | | | | | | | | | | | | | | 85th Percentile: 21 MPH Mean Speed(Average): 15 MPH Median: 15 MPH Mode: 8 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: WB SE Malcolm St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923821 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:45 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 05:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21-30 | 1 |
| 05:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 05:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:57 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: WB SE Malcolm St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923821 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 06:30 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 06:45 AM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 07:00 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 07:15 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 07:30 AM | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1-10 | 3 |
| 07:45 AM | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 11-20 | 4 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:30 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 08:45 AM | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1-10 | 2 |
| 09:00 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21-30 | 2 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 10:00 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 10:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 11:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:57 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: WB SE Malcolm St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923821 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 PM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 12:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 01:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 01:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 02:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 02:15 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 02:30 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 02:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 03:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 03:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 PM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 4 |
| 04:30 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 05:15 PM | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 2 |
| 05:30 PM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 2 |
| 05:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:57 PM


SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: WB SE Malcolm St E of SE 29th Ave SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923821 DIRECTION: WB DATE: Sep 20 2022 | | |
|---|--------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 06:15 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 06:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 06:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:00 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 07:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 07:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:45 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 09:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 57 | 42 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 11-20 | 61 |
| Percent | 49.1% | 36.2% | 12.9% | 1.7% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 7:30 AM 4 | 7:45 AM 3 | 6:45 AM 1 | 5:00 AM 1 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 7:30 AM 5 | | |
| PM Peak 15-min Vol | 5:15 PM 3 | 4:15 PM 3 | 5:15 PM 2 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 5:15 PM 5 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:57 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|---|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|---|------------|-------------------|
| LOCATION: WB SE Malcolm St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923821 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 57 | 42 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 11-20 | 61 |
| Percent | 49.1% | 36.2% | 12.9% | 1.7% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 49.1% | 85.3% | 98.3% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 116 |  | | | | | | | | | | | | | | 85th Percentile: 19 MPH Mean Speed(Average): 15 MPH Median: 15 MPH Mode: 8 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:57 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: NB SE 29th Ave S of SE Boyd St | | | | | | | | | | | | | | | QC JOB #: 15923828 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: NB SE 29th Ave S of SE Boyd St | | | | | | | | | | | | | | | QC JOB #: 15923828 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:15 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 07:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:45 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 3 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 10:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 11:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 11:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| | | | | | | | | | | | | | | | | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| LOCATION: NB SE 29th Ave S of SE Boyd St | | | | | | | | | | | | | | | QC JOB #: 15923828 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 12:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 01:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 01:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 02:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 02:15 PM | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 3 |
| 02:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 02:45 PM | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 3 |
| 03:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 03:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 03:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 03:45 PM | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 3 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 05:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM


SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: NB SE 29th Ave S of SE Boyd St SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923828 DIRECTION: NB DATE: Sep 20 2022 | | |
|--|---------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 06:30 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 06:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 07:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 23 | 29 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 16-25 | 39 |
| Percent | 36.5% | 46% | 15.9% | 1.6% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 7:15 AM 1 | 9:30 AM 3 | 7:15 AM 1 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 9:30 AM 3 | | |
| PM Peak 15-min Vol | 12:15 PM 2 | 2:45 PM 3 | 2:15 PM 2 | 2:30 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 2:15 PM 4 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|--|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|--|------------|-------------------|
| LOCATION: NB SE 29th Ave S of SE Boyd St | | | | | | | | | | | | | | QC JOB #: 15923828 | | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: NB | | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | DATE: Sep 20 2022 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 23 | 29 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 16-25 | 39 |
| Percent | 36.5% | 46% | 15.9% | 1.6% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 36.5% | 82.5% | 98.4% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 63 |  | | | | | | | | | | | | | | 85th Percentile: 20 MPH Mean Speed(Average): 16 MPH Median: 16 MPH Mode: 18 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: EB SE Boyd St W of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923829 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 05:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: EB SE Boyd St W of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923829 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 06:30 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 07:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 AM | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 09:00 AM | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 21-30 | 2 |
| 09:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 09:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 09:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 10:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 11:00 AM | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1-10 | 2 |
| 11:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 AM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: EB SE Boyd St W of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923829 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 12:15 PM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 4 |
| 12:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 12:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 02:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 02:15 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 03:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 03:15 PM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 1 |
| 03:30 PM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 1 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 04:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 04:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 04:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 05:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 05:45 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM


SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: EB SE Boyd St W of SE 29th Ave SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923829 DIRECTION: EB DATE: Sep 20 2022 | | |
|--|---------------|---------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 06:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 07:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 07:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 09:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 21 | 28 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 16-25 | 51 |
| Percent | 28.8% | 38.4% | 31.5% | 1.4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 11:00 AM 3 | 7:30 AM 2 | 8:45 AM 2 | 9:00 AM 1 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 11:00 AM 4 | | |
| PM Peak 15-min Vol | 3:15 PM 2 | 12:15 PM 3 | 2:15 PM 2 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:15 PM 4 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|--|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|--|------------|-------------------|
| LOCATION: EB SE Boyd St W of SE 29th Ave | | | | | | | | | | | | | | QC JOB #: 15923829 | | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | DATE: Sep 20 2022 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 21 | 28 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 16-25 | 51 |
| Percent | 28.8% | 38.4% | 31.5% | 1.4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 28.8% | 67.1% | 98.6% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 73 |  | | | | | | | | | | | | | | 85th Percentile: 22 MPH Mean Speed(Average): 17 MPH Median: 17 MPH Mode: 18 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Boyd St | | | | | | | | | | | | | | | QC JOB #: 15923830 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: SB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Boyd St | | | | | | | | | | | | | | | QC JOB #: 15923830 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: SB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 06:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 07:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:30 AM | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 1 |
| 08:45 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 09:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 09:15 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21-30 | 1 |
| 11:00 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| | | | | | | | | | | | | | | | | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| LOCATION: SB SE 29th Ave N of SE Boyd St | | | | | | | | | | | | | | | QC JOB #: 15923830 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: SB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 12:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 01:15 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 01:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 01:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 02:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 02:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 02:30 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 02:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 PM | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1-10 | 5 |
| 03:30 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 03:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 05:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 05:15 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 05:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM


SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Boyd St SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923830 DIRECTION: SB DATE: Sep 20 2022 | | |
|--|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 06:15 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 06:30 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 06:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 07:15 PM | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1-10 | 3 |
| 07:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 54 | 19 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 11-20 | 37 |
| Percent | 67.5% | 23.8% | 6.3% | 2.5% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 7:30 AM 2 | 8:15 AM 1 | 6:00 AM 1 | 8:30 AM 1 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 8:30 AM 3 | | |
| PM Peak 15-min Vol | 3:15 PM 7 | 1:15 PM 2 | 12:15 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 3:15 PM 8 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|--|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|---|------------|-------------------|
| LOCATION: SB SE 29th Ave N of SE Boyd St | | | | | | | | | | | | | | | QC JOB #: 15923830 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: SB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 54 | 19 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 11-20 | 37 |
| Percent | 67.5% | 23.8% | 6.3% | 2.5% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 67.5% | 91.3% | 97.5% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 80 |  | | | | | | | | | | | | | | 85th Percentile: 18 MPH Mean Speed(Average): 11 MPH Median: 11 MPH Mode: 8 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: WB SE Boyd St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923831 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 26-35 | 1 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: WB SE Boyd St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923831 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 09:00 AM | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 21-30 | 3 |
| 09:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 09:30 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 3 |
| 09:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 10:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 10:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 11:00 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21-30 | 2 |
| 11:15 AM | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| | | | | | | | | | | | | | | | | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| LOCATION: WB SE Boyd St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923831 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 12:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 12:30 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 01:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 01:30 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 01:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 02:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 02:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 02:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 02:45 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 03:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 03:15 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 3 |
| 03:30 PM | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 16-25 | 7 |
| 03:45 PM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 04:00 PM | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 4 |
| 04:15 PM | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 8 |
| 04:30 PM | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 3 |
| 04:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 05:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 05:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 05:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 05:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM


SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: WB SE Boyd St E of SE 29th Ave SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923831 DIRECTION: WB DATE: Sep 20 2022 | | |
|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 06:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 06:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 06:45 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 3 |
| 07:00 PM | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 5 |
| 07:15 PM | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 4 |
| 07:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 08:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 09:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21-30 | 1 |
| 09:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 11:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 7 | 51 | 45 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 16-25 | 96 |
| Percent | 6.4% | 46.4% | 40.9% | 4.5% | 1.8% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 12:00 AM | 9:30 AM | 9:00 AM | 9:00 AM | 4:15 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 9:00 AM | | |
| | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| PM Peak 15-min Vol | 12:30 PM | 7:00 PM | 4:15 PM | 5:30 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 4:15 PM | | |
| | 2 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|--|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|--|------------|-------------------|
| LOCATION: WB SE Boyd St E of SE 29th Ave | | | | | | | | | | | | | | QC JOB #: 15923831 | | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | DATE: Sep 20 2022 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 7 | 51 | 45 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 16-25 | 96 |
| Percent | 6.4% | 46.4% | 40.9% | 4.5% | 1.8% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 6.4% | 52.7% | 93.6% | 98.2% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 110 |  | | | | | | | | | | | | | | 85th Percentile: 23 MPH Mean Speed(Average): 19 MPH Median: 19 MPH Mode: 18 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: NB SE 29th Ave S of SE Roswell St | | | | | | | | | | | | | | | QC JOB #: 15923832 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: NB SE 29th Ave S of SE Roswell St | | | | | | | | | | | | | | | QC JOB #: 15923832 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 06:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:15 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:30 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 09:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| LOCATION: NB SE 29th Ave S of SE Roswell St | | | | | | | | | | | | | | | QC JOB #: 15923832 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 12:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 02:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 03:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 03:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 04:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 04:15 PM | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1-10 | 2 |
| 04:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: NB SE 29th Ave S of SE Roswell St SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923832 DIRECTION: NB DATE: Sep 20 2022 | | |
|---|--------------|---------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 06:30 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 06:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:15 PM | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 2 |
| 07:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 08:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 29 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 11-20 | 29 |
| Percent | 54.7% | 35.8% | 9.4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 6:00 AM 1 | 4:15 AM 1 | 2:00 AM 1 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 7:15 AM 2 | | |
| PM Peak 15-min Vol | 4:15 PM 3 | 12:00 PM 1 | 3:00 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 4:15 PM 4 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|---|------------|-------------------|
| LOCATION: NB SE 29th Ave S of SE Roswell St | | | | | | | | | | | | | | | QC JOB #: 15923832 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 29 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 11-20 | 29 |
| Percent | 54.7% | 35.8% | 9.4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 54.7% | 90.6% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 53 | | | | | | | | | | | | | | | 85th Percentile: 19 MPH Mean Speed(Average): 13 MPH Median: 13 MPH Mode: 8 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: EB SE Roswell St W of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923833 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 05:30 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| LOCATION: EB SE Roswell St W of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923833 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 06:30 AM | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1-10 | 2 |
| 06:45 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 07:00 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 07:15 AM | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 3 |
| 07:30 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 07:45 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 3 |
| 08:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 08:15 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 08:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 09:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 09:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 09:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 09:45 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 10:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 10:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 11:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 11:30 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 3 |
| 11:45 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: EB SE Roswell St W of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923833 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 12:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 12:30 PM | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 3 |
| 12:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 01:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 01:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:30 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 01:45 PM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 02:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 02:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 02:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 02:45 PM | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 3 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 03:30 PM | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 3 |
| 03:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 04:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 04:15 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 3 |
| 04:30 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 05:15 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 05:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 05:45 PM | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 11-20 | 5 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: EB SE Roswell St W of SE 29th Ave SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923833 DIRECTION: EB DATE: Sep 20 2022 | | |
|---|--------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 06:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 06:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 06:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:15 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 07:30 PM | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1-10 | 3 |
| 07:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 09:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 09:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 09:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 45 | 67 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 11-20 | 82 |
| Percent | 36% | 53.6% | 10.4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 6:30 AM 3 | 7:15 AM 3 | 1:45 AM 1 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 6:30 AM 4 | | |
| PM Peak 15-min Vol | 7:30 PM 4 | 5:45 PM 5 | 3:30 PM 2 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 5:45 PM 6 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|--|------------|-------------------|
| LOCATION: EB SE Roswell St W of SE 29th Ave | | | | | | | | | | | | | | QC JOB #: 15923833 | | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | DATE: Sep 20 2022 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 45 | 67 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 11-20 | 82 |
| Percent | 36% | 53.6% | 10.4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 36% | 89.6% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 125 | | | | | | | | | | | | | | | 85th Percentile: 19 MPH Mean Speed(Average): 16 MPH Median: 16 MPH Mode: 18 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Roswell St | | | | | | | | | | | | | | | QC JOB #: 15923834 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: SB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Roswell St | | | | | | | | | | | | | | | QC JOB #: 15923834 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: SB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 09:45 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 AM | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 11:00 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Roswell St | | | | | | | | | | | | | | | QC JOB #: 15923834 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: SB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 12:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21-30 | 1 |
| 12:30 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 01:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 01:30 PM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 01:45 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 PM | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 02:45 PM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 4 |
| 03:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 03:15 PM | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 11-20 | 3 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 04:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 05:15 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Roswell St SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923834 DIRECTION: SB DATE: Sep 20 2022 | | |
|---|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 06:15 PM | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 5 |
| 06:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 06:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 07:30 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 07:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 30 | 31 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 11-20 | 41 |
| Percent | 41.7% | 43.1% | 11.1% | 4.2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 9:00 AM 2 | 10:45 AM 2 | 11:00 AM 1 | 10:45 AM 1 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 10:15 AM 3 | | |
| PM Peak 15-min Vol | 3:15 PM 3 | 2:45 PM 4 | 6:15 PM 2 | 12:15 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 6:15 PM 6 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|--|------------|-------------------|
| LOCATION: SB SE 29th Ave N of SE Roswell St | | | | | | | | | | | | | | QC JOB #: 15923834 | | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: SB | | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | DATE: Sep 20 2022 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 30 | 31 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 11-20 | 41 |
| Percent | 41.7% | 43.1% | 11.1% | 4.2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 41.7% | 84.7% | 95.8% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 72 | | | | | | | | | | | | | | | 85th Percentile: 20 MPH Mean Speed(Average): 15 MPH Median: 15 MPH Mode: 18 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: WB SE Roswell St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923835 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21-30 | 1 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 02:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 02:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: WB SE Roswell St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923835 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 07:45 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 08:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:30 AM | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 3 |
| 08:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 09:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 09:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 09:30 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 AM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 10:15 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 10:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 10:45 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 11:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 11:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:30 AM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 11:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| LOCATION: WB SE Roswell St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923835 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 3 |
| 12:15 PM | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 4 |
| 12:30 PM | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 3 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 01:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 01:45 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 02:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 02:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 PM | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 5 |
| 03:15 PM | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 3 |
| 03:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 03:45 PM | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 3 |
| 04:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 04:15 PM | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 11-20 | 5 |
| 04:30 PM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 04:45 PM | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 3 |
| 05:00 PM | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 05:15 PM | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 3 |
| 05:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 05:45 PM | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 5 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: WB SE Roswell St E of SE 29th Ave SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923835 DIRECTION: WB DATE: Sep 20 2022 | | |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 3 |
| 06:15 PM | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 3 |
| 06:30 PM | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 5 |
| 06:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:00 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 3 |
| 07:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 07:30 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 07:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 08:00 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 3 |
| 08:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 09:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 09:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 09:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 10:00 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 10:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 38 | 79 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 16-25 | 108 |
| Percent | 25.5% | 53% | 19.5% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 2:30 AM 1 | 7:30 AM 2 | 1:45 AM 1 | 1:15 AM 1 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 8:30 AM 4 | | |
| PM Peak 15-min Vol | 4:45 PM 3 | 3:00 PM 4 | 6:30 PM 3 | 4:15 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 4:15 PM 7 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|--|------------|-------------------|
| LOCATION: WB SE Roswell St E of SE 29th Ave | | | | | | | | | | | | | | QC JOB #: 15923835 | | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | DATE: Sep 20 2022 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 38 | 79 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 16-25 | 108 |
| Percent | 25.5% | 53% | 19.5% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 25.5% | 78.5% | 98% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 149 | | | | | | | | | | | | | | | 85th Percentile: 21 MPH Mean Speed(Average): 17 MPH Median: 17 MPH Mode: 18 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: NB SE 29th Ave S of SE Van Water St | | | | | | | | | | | | | | | QC JOB #: 15923822 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: NB SE 29th Ave S of SE Van Water St | | | | | | | | | | | | | | | QC JOB #: 15923822 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:30 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 07:45 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 08:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 AM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 10:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| LOCATION: NB SE 29th Ave S of SE Van Water St | | | | | | | | | | | | | | | QC JOB #: 15923822 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 12:30 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 12:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 PM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 1 |
| 01:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 02:45 PM | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1-10 | 3 |
| 03:00 PM | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1-10 | 2 |
| 03:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 03:30 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 04:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 04:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 05:00 PM | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1-10 | 3 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 PM | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1-10 | 3 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: NB SE 29th Ave S of SE Van Water St SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923822 DIRECTION: NB DATE: Sep 20 2022 | | |
|---|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 06:15 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 06:30 PM | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1-10 | 2 |
| 06:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 07:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 11:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 54 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 11-20 | 39 |
| Percent | 71.1% | 27.6% | 1.3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 9:30 AM 3 | 11:15 AM 2 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 9:30 AM 3 | | |
| PM Peak 15-min Vol | 2:45 PM 5 | 1:30 PM 2 | 1:15 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 2:45 PM 6 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|---|------------|-------------------|
| LOCATION: NB SE 29th Ave S of SE Van Water St | | | | | | | | | | | | | | | QC JOB #: 15923822 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 54 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 11-20 | 39 |
| Percent | 71.1% | 27.6% | 1.3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 71.1% | 98.7% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 76 | | | | | | | | | | | | | | | 85th Percentile: 17 MPH Mean Speed(Average): 10 MPH Median: 10 MPH Mode: 8 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: EB SE Van Water St W of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923823 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: EB SE Van Water St W of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923823 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 06:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 07:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:15 AM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 07:30 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 07:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:15 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 08:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:30 AM | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1-10 | 3 |
| 09:45 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 10:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:15 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 10:30 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 10:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 11:00 AM | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1-10 | 3 |
| 11:15 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 11:30 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 11:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: EB SE Van Water St W of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923823 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 12:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 12:30 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 12:45 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 01:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 01:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 02:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 02:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 03:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 03:45 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 04:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 04:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 04:30 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 04:45 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 05:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 05:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 05:30 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 05:45 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM


SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: EB SE Van Water St W of SE 29th Ave SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923823 DIRECTION: EB DATE: Sep 20 2022 | | |
|---|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 06:15 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 06:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 06:45 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 07:00 PM | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1-10 | 3 |
| 07:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 07:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 08:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 10:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 87 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 1-10 | 58 |
| Percent | 77.7% | 22.3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 9:30 AM 5 | 8:15 AM 2 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 9:30 AM 5 | | |
| PM Peak 15-min Vol | 7:00 PM 4 | 3:00 PM 2 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 7:00 PM 4 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|---|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|---|------------|-------------------|
| LOCATION: EB SE Van Water St W of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923823 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 87 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 1-10 | 58 |
| Percent | 77.7% | 22.3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 77.7% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 112 |  | | | | | | | | | | | | | | 85th Percentile: 16 MPH Mean Speed(Average): 9 MPH Median: 9 MPH Mode: 8 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Van Water St | | | | | | | | | | | | | | | QC JOB #: 15923824 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: SB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Van Water St | | | | | | | | | | | | | | | QC JOB #: 15923824 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: SB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| LOCATION: SB SE 29th Ave N of SE Van Water St | | | | | | | | | | | | | | | QC JOB #: 15923824 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: SB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 12:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 01:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 01:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 01:45 PM | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1-10 | 2 |
| 02:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 04:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 04:30 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: SB SE 29th Ave N of SE Van Water St SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923824 DIRECTION: SB DATE: Sep 20 2022 | | |
|---|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 06:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:30 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1-10 | 2 |
| 07:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 08:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 28 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 11-20 | 19 |
| Percent | 71.8% | 25.6% | 2.6% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 9:15 AM 2 | 7:30 AM 1 | 12:00 AM 1 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 9:15 AM 2 | | |
| PM Peak 15-min Vol | 1:45 PM 3 | 12:15 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 1:45 PM 4 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|---|------------|-------------------|
| LOCATION: SB SE 29th Ave N of SE Van Water St | | | | | | | | | | | | | | QC JOB #: 15923824 | | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: SB | | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | DATE: Sep 20 2022 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 28 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 11-20 | 19 |
| Percent | 71.8% | 25.6% | 2.6% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 71.8% | 97.4% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 39 | | | | | | | | | | | | | | | 85th Percentile: 17 MPH Mean Speed(Average): 10 MPH Median: 10 MPH Mode: 8 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

| LOCATION: WB SE Van Water St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923825 | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 05:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 05:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| LOCATION: WB SE Van Water St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923825 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 07:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 3 |
| 07:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 07:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 08:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:15 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 3 |
| 08:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 09:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 09:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 09:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 09:45 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 10:00 AM | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 4 |
| 10:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 10:30 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 10:45 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21-30 | 2 |
| 11:00 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:45 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| LOCATION: WB SE Van Water St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923825 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 12:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 12:30 PM | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 11-20 | 4 |
| 12:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 01:00 PM | 1 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 6 |
| 01:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 01:30 PM | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 2 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 02:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 02:15 PM | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 16-25 | 6 |
| 02:30 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 3 |
| 02:45 PM | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 03:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 03:15 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 3 |
| 03:30 PM | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 3 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 04:00 PM | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 5 |
| 04:15 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 04:30 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 04:45 PM | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 5 |
| 05:00 PM | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 16-25 | 6 |
| 05:15 PM | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 6 |
| 05:30 PM | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 4 |
| 05:45 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

| LOCATION: WB SE Van Water St E of SE 29th Ave SPECIFIC LOCATION: CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | QC JOB #: 15923825 DIRECTION: WB DATE: Sep 20 2022 | | |
|---|---------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|------------|-------------------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 06:15 PM | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 4 |
| 06:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 06:45 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 07:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 07:15 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 3 |
| 07:30 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 3 |
| 07:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 08:00 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 2 |
| 08:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1-10 | 1 |
| 08:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 08:45 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21-30 | 2 |
| 09:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 09:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 09:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 10:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 10:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1-10 | 1 |
| 11:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 11:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 36 | 91 | 37 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 16-25 | 128 |
| Percent | 21.3% | 53.8% | 21.9% | 2.4% | 0% | 0% | 0% | 0.6% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 11:00 AM 2 | 7:00 AM 3 | 10:00 AM 2 | 10:45 AM 1 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 10:00 AM 5 | | |
| PM Peak 15-min Vol | 3:30 PM 3 | 1:00 PM 5 | 5:15 PM 4 | 1:00 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 6:15 PM 1 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 1:00 PM 8 | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

| | | | | | | | | | | | | | | | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--|------------|-------------------|
| LOCATION: WB SE Van Water St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923825 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 36 | 91 | 37 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 16-25 | 128 |
| Percent | 21.3% | 53.8% | 21.9% | 2.4% | 0% | 0% | 0% | 0.6% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 21.3% | 75.1% | 97% | 99.4% | 99.4% | 99.4% | 99.4% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 169 | | | | | | | | | | | | | | | 85th Percentile: 22 MPH Mean Speed(Average): 17 MPH Median: 17 MPH Mode: 18 MPH | | |
| Comments: | | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

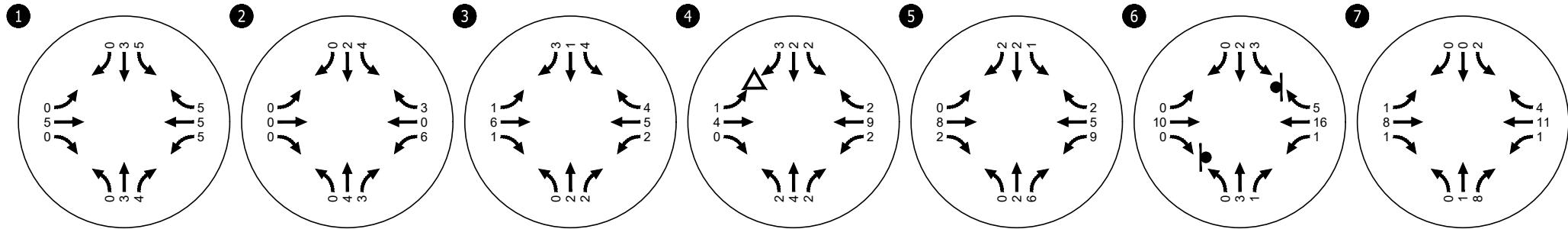
Quality Counts

DATA THAT DRIVES COMMUNITIES

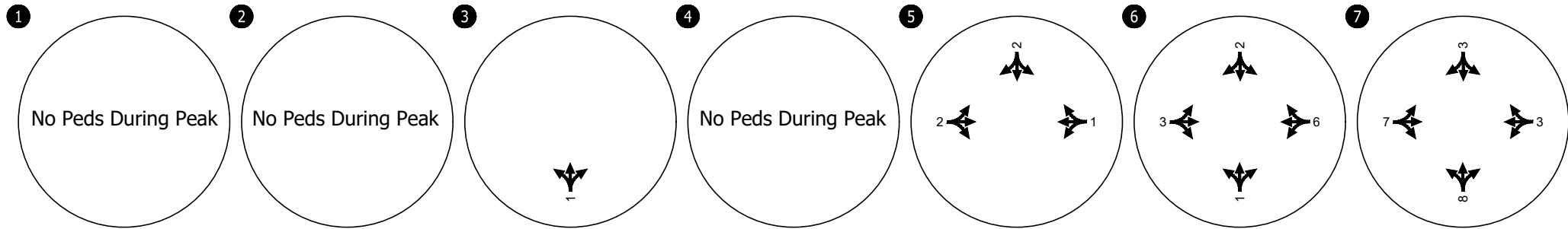
Appendix C Volume Summary



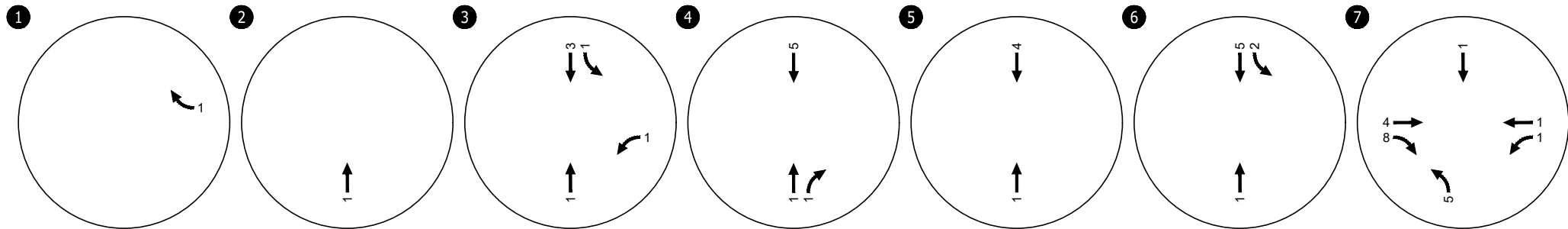
Vehicle Volumes



Pedestrian Volumes



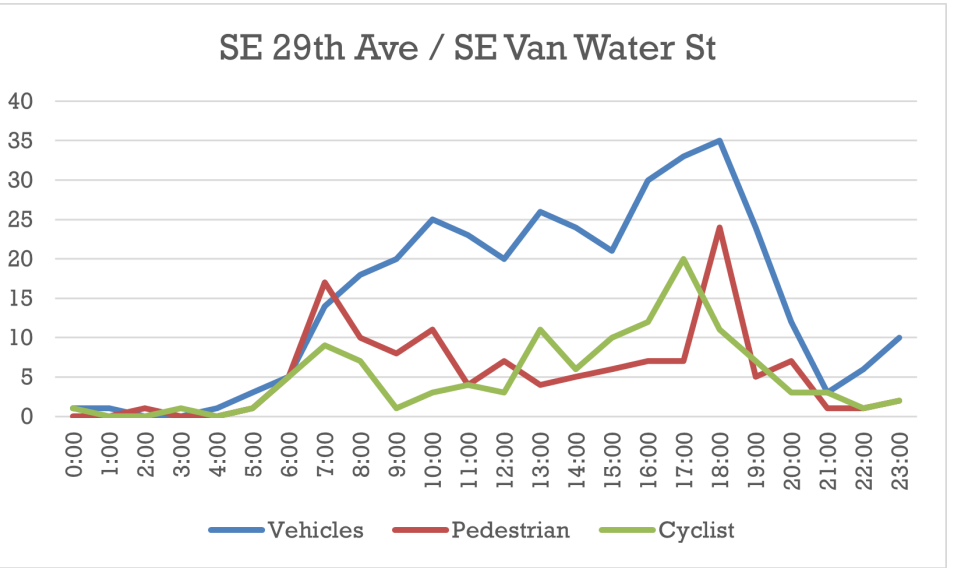
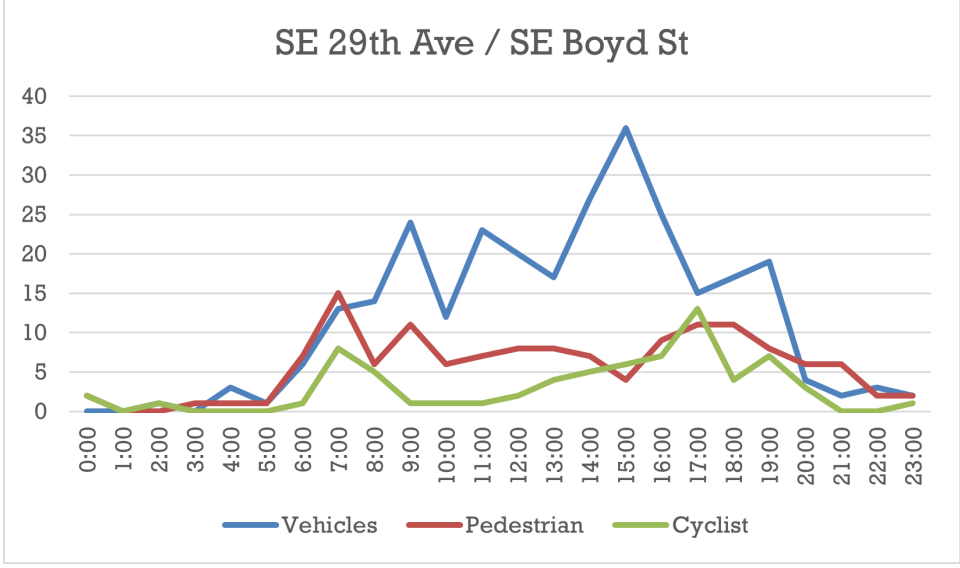
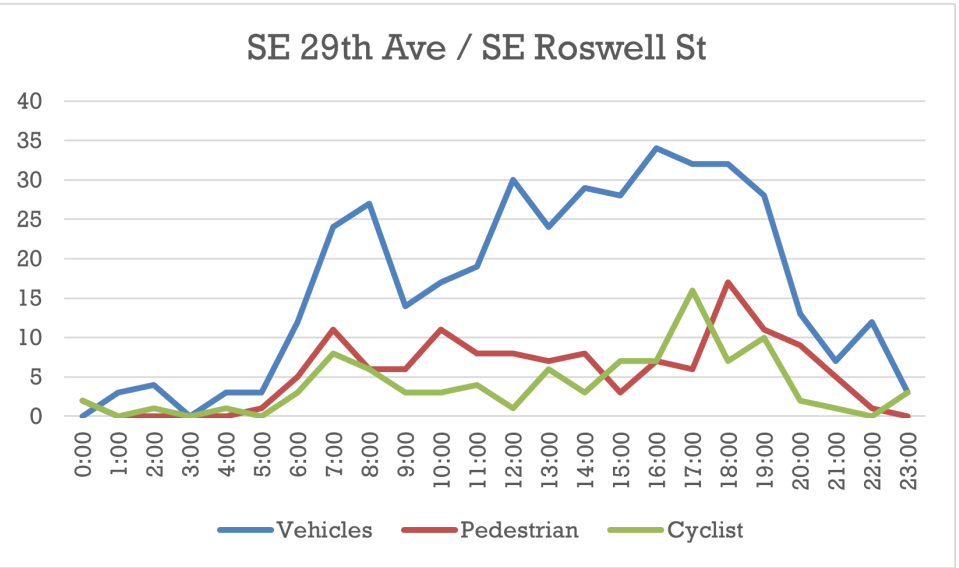
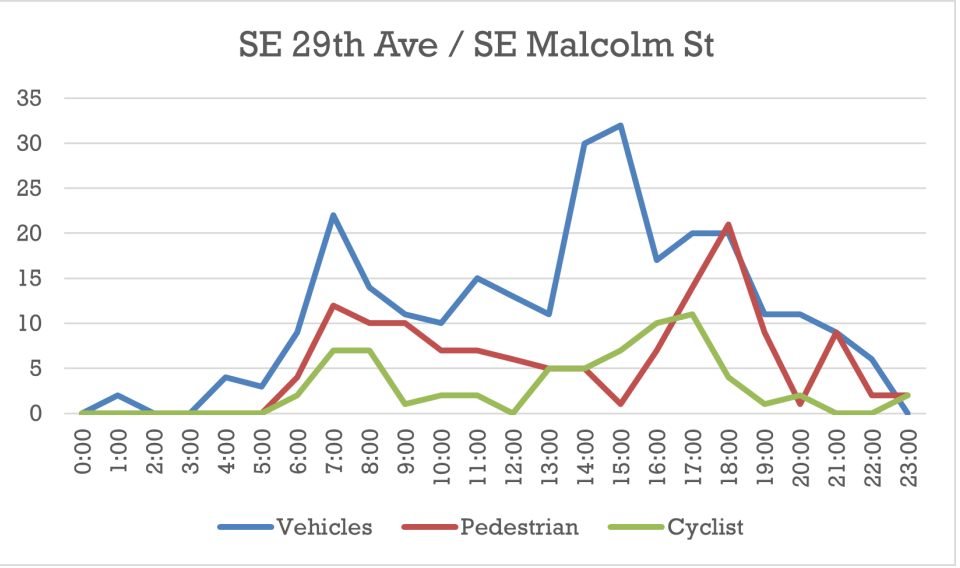
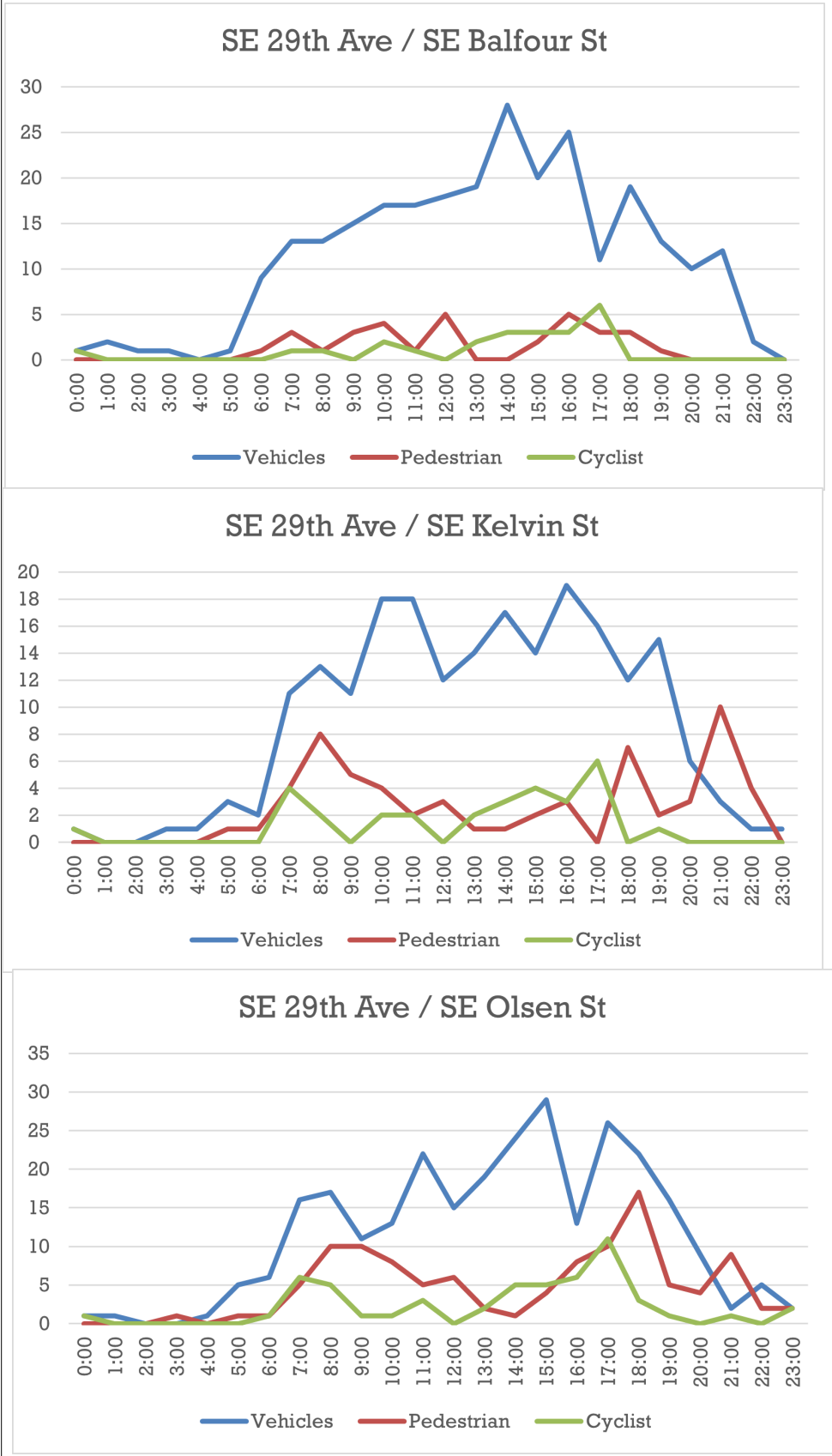
Cyclist Volumes



Note: Data Collection Date - 09-20-2022

2022 Vehicle, Pedestrian and Cyclist Intersection Peak Hour Volumes
City of Milwaukie

Figure
1



Vehicle, Pedestrian and Cyclist Daily Volume Variation
City of Milwaukie

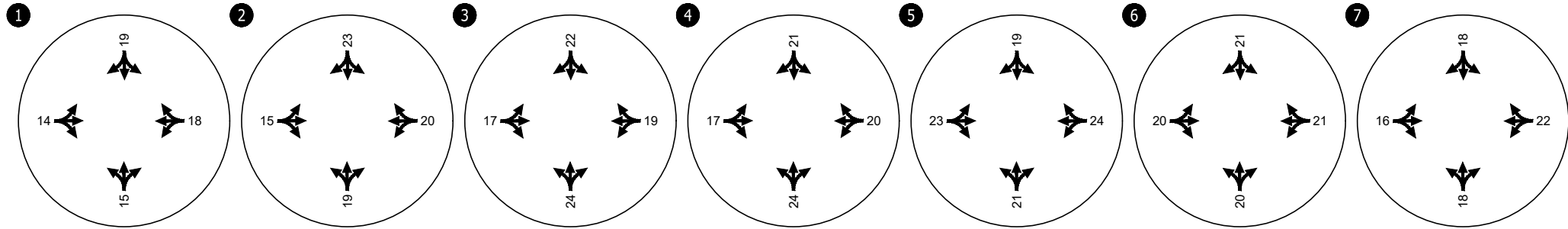
Figure
2

Appendix D Speed Summary

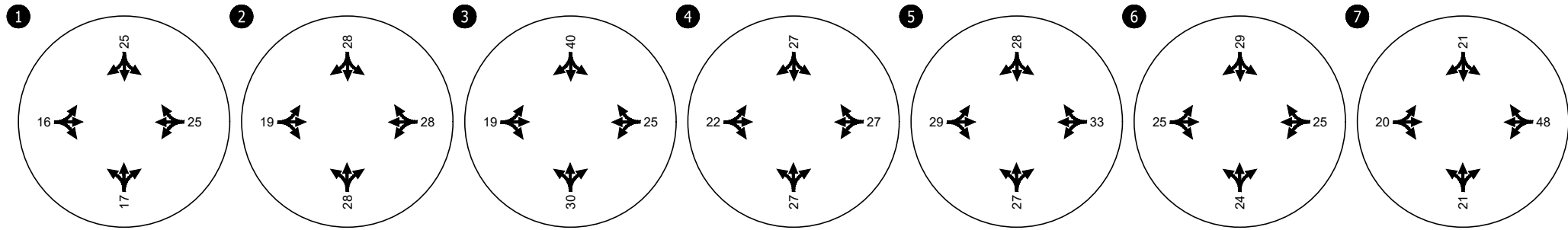
H:\26\26335 - Milwaukee On-Call Engineering Services\003 - AWSC Analysis 29th & Roswell\Report\Figures\26335 AWSC Figures.dwg Nov 02, 2022 - 4:33pm - cleyrhans Layout Tab: Speed



85th Percentile Speed



Maximum Speed



Note: Data Collection Date - 09-20-2022

Maximum and 85th Percentile Speeds
City of Milwaukee

Figure
1

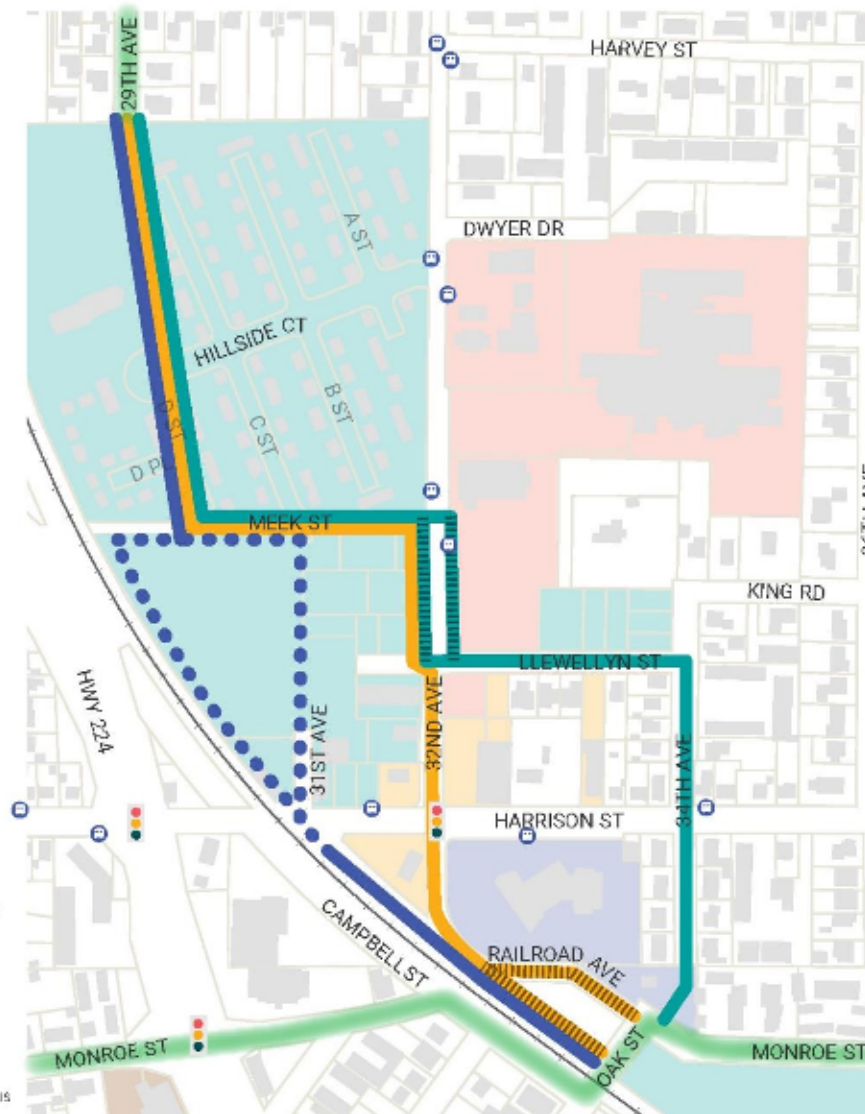
Appendix E Alta Route Connection Options

Figure 1: All Route Options Map

ALL ROUTE OPTIONS

CENTRAL MILWAUKIE
BIKEWAY CONNECTIONS

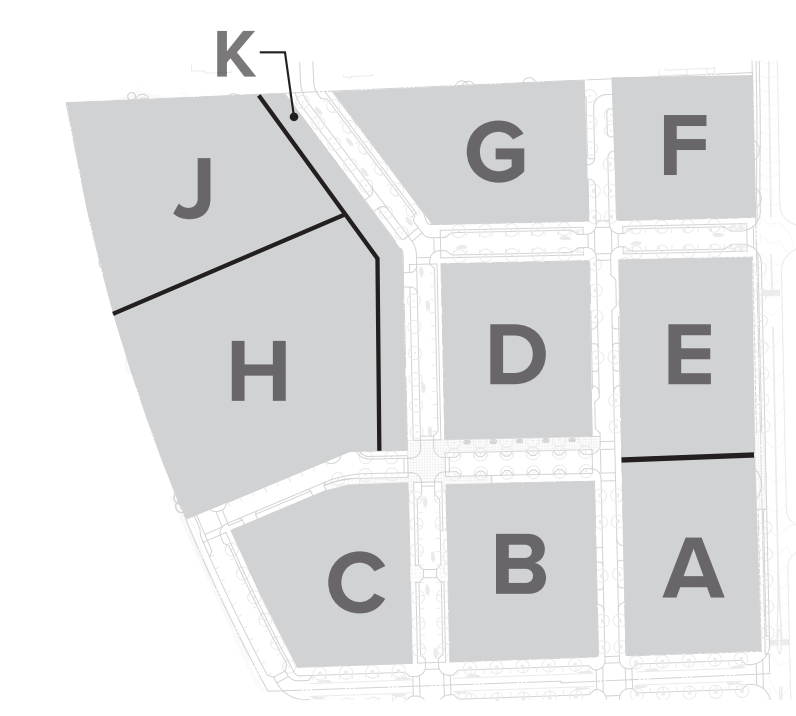
- Railroad
 - Development Site
 - Providence Hospital
 - School
 - Key Businesses
 - City Property
 - Building
 - Property Lines
 - Traffic Signal
 - Base Case Option*
 - Route Option 1**
 - Route Option 2**
 - Neighborhood Greenway connection
 - Bus Stop
- *Dotted line indicates route location still to be determined or unknown
- **Hash marks indicate multiple options exist in these locations



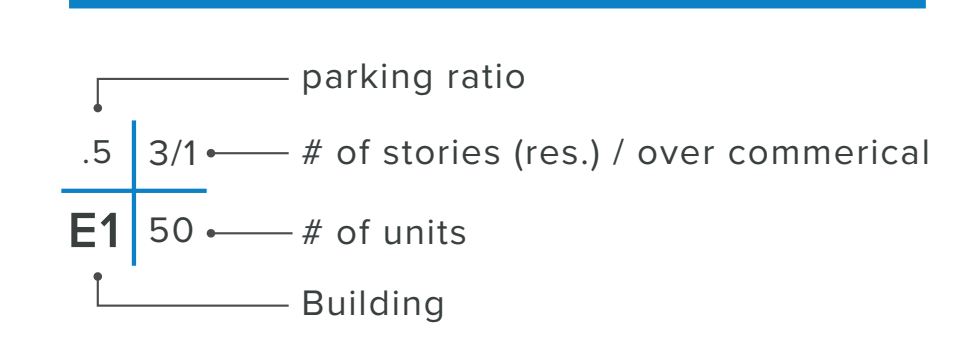
Appendix F Redevelopment
Master Plan



KEY PLAN



LEGEND



TABULATIONS

| | | |
|-------|------------|----------|
| Lot A | = 1.34 ac | 75 du/ac |
| Lot B | = 1.38 ac | 78 du/ac |
| Lot C | = 1.29 ac | 50 du/ac |
| Lot D | = 1.39 ac | 39 du/ac |
| Lot E | = 1.39 ac | 67 du/ac |
| Lot F | = 0.99 ac | 40 du/ac |
| Lot G | = 1.52 ac | 18 du/ac |
| Lot H | = 2.45 ac | 37 du/ac |
| Lot J | = 1.79 ac | 0 du/ac |
| Lot K | = 1.06 ac | 11 du/ac |
| Total | = 14.61 ac | |

| | |
|-----------------------------------|-------------|
| Hillside Manor (existing) | = 100 units |
| Hillside Park (replacement units) | = 100 units |
| Net New Units (to be developed) | = 400 units |
| Grand Total | = 600 units |

| | |
|---------------------|--------------|
| Off-street parking* | = 352 stalls |
| On-street parking | = 137 stalls |
| Total | = 489 stalls |

MASTER PLAN

MP 1.3





29th Ave Greenway

March 5, 2024

Jennifer Garbely, City Engineer
Brandon Boutros, Civil Engineer



Background

1. Public requests to study leading to 2022.
2. November 2022 - Technical Memorandum by Kittleson & Associates, Inc.
 - *"Our overall assessment indicates that SE 29th Avenue corridor operates in a manner that supports its local street and shared "roadway" environment and there are no immediate needs for changes to the corridor nor to any intersections."*
3. January 2024 - community members initiated an advocacy campaign requesting stop signs
4. March 2024 - Council Meeting to explain procedure

Manual of Uniform Traffic Control Devices (MUTCD)

1. Federal Code - The Manual on Uniform Traffic Control Devices (MUTCD)... shall be recognized as the national standard for all traffic control devices installed on any street, highway, bikeway, or private road open to public travel ... (MUTCD, 2020)

2. Oregon Rules and Statutes - Traffic control devices installed on highways within the State of Oregon are required to conform to the MUTCD, published by the Federal Highway Administration (FHWA). The list of highways that are required to conform to the MUTCD includes all state highways and public roadways under the jurisdiction of cities and counties within the State of Oregon. (Oregon Supplement to the MUTCD, 2020)

3. Milwaukie Public Works Standards - Traffic Control Devices shall conform to the MUTCD for Streets and Highways, FHWA, with Oregon Supplements, Oregon Department of Transportation (latest edition). (Public Works Standards, 2020)



1. Consider vehicular, bicycle, and pedestrian traffic volumes on all approaches

MUTCD Criteria:

The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day; (MUTCD, 2B.04)

Existing Condition:

The corridor experiences less than 300 vehicles per day, which aligns with the local street designation in the city's Transportation System Plan (TSP).

2. Consider sight distance available on each approach

MUTCD Criteria:

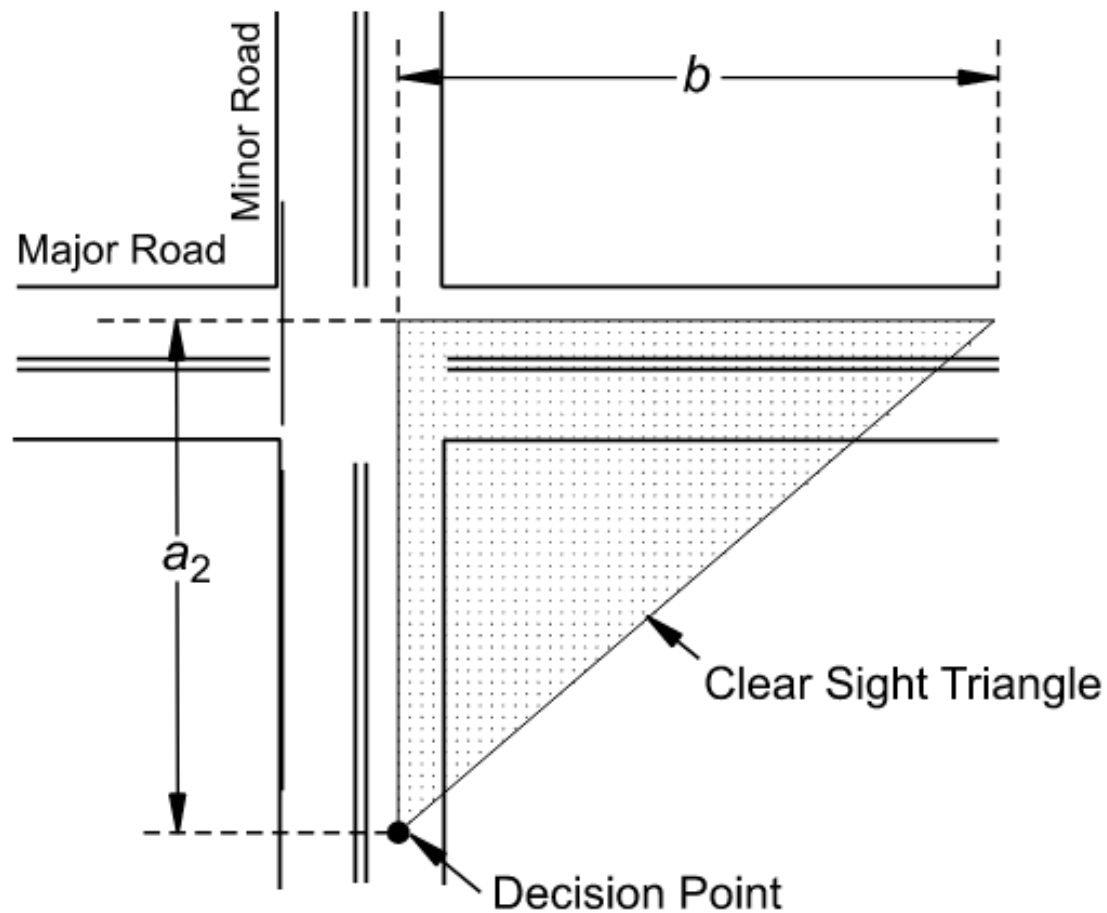
The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or (MUTCD, 2B.04)

Existing Condition:

Considering Stopping Distance at 20mph: 90 feet

Considering Stopping Distance at 25mph: 115 feet

Considering Angles: All approaches are between 75° and 90°.



Approaching Sight Triangle for Viewing Traffic

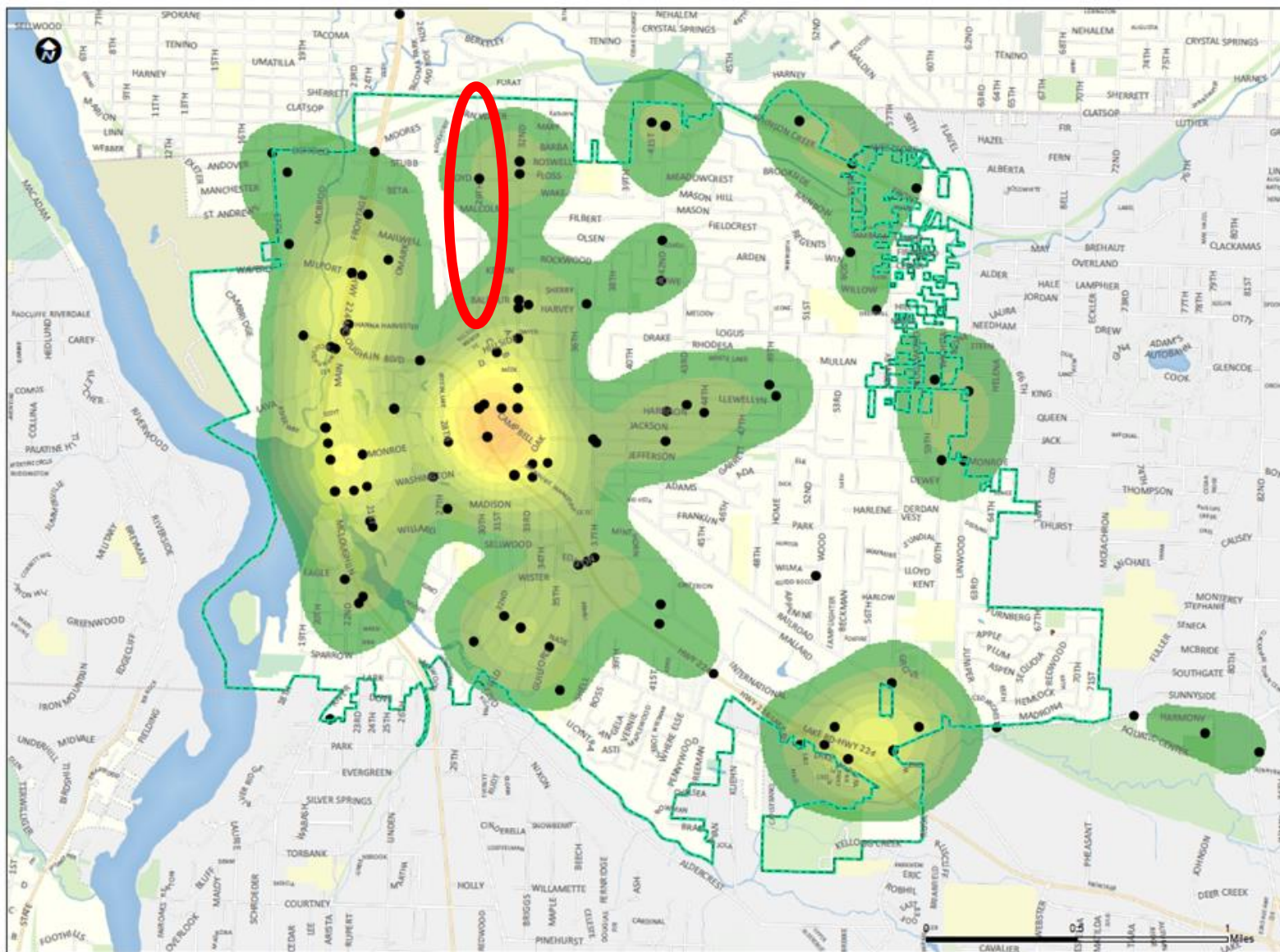
3. Consider reported crash records

MUTCD Criteria:

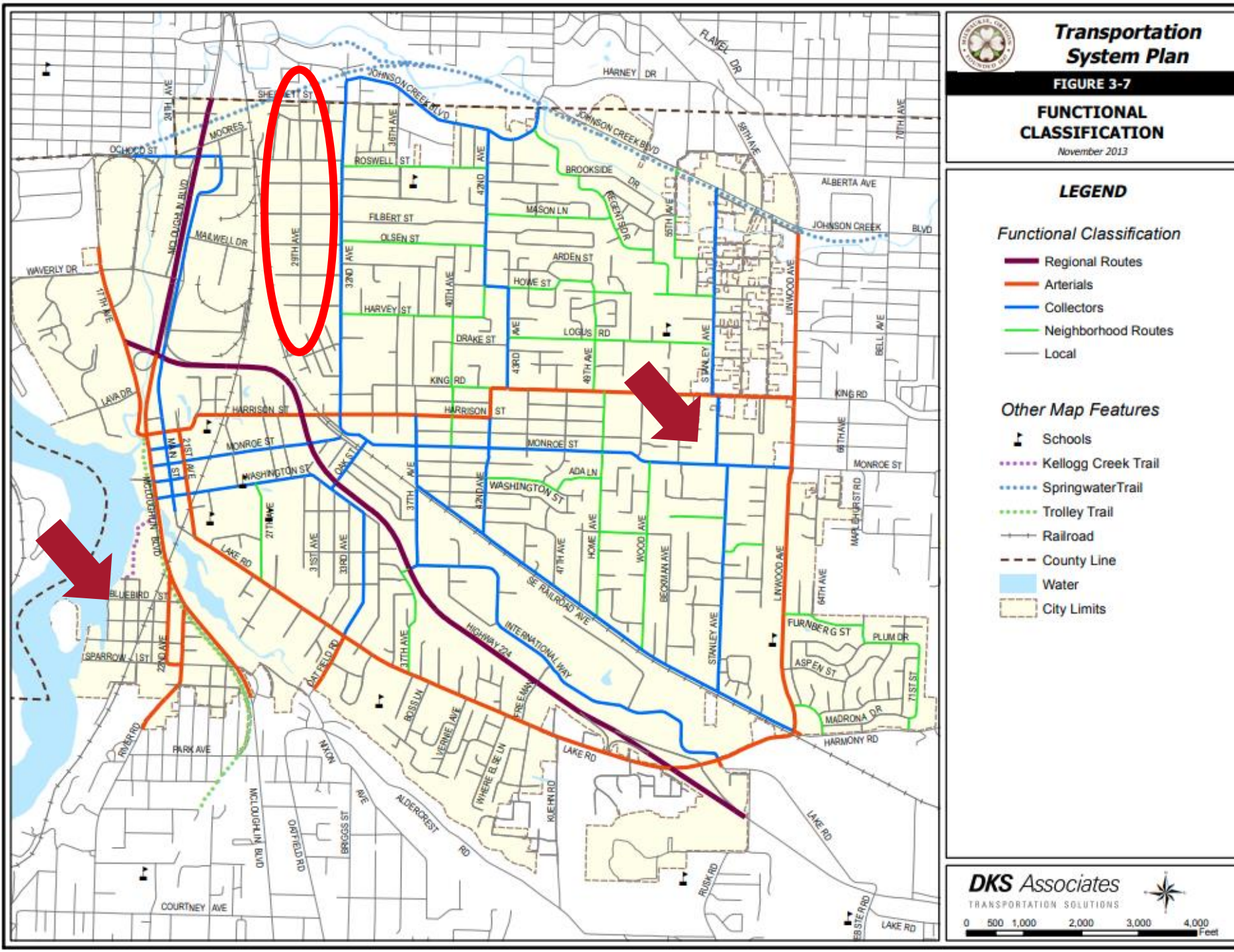
Crash records indicate that five (5) or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three (3) or more such crashes have been reported within a 2-year period. (MUTCD, 2B.04)

Existing Condition:

One (1) traffic crash with zero injuries or fatalities occurred in a five-year period at the time of the study and no more since.



The information depicted on this map is for general reference only. The City of Milwaukee cannot accept any responsibility for errors, omissions or postional accuracy. There are no warranties, expressed or implied. Date: 1/21/2022 including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of errors would be appreciated. Data Sources: City of Milwaukee GIS, Metro Data Resource Center.



4. Consider Functional Road Classification

MUTCD Criteria:

An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;

Existing Condition:

29th Avenue and all intersecting streets are classified as local streets.



Transportation System Plan

FIGURE 1-3

BICYCLE MASTER PLAN

October 2018

LEGEND

Existing Bicycle Facilities

- Shared Lane
- Bicycle Lane
- Kellogg Creek Trail
- Springwater Trail
- Trolley Trail

Proposed Improvements

- Bicycle Intersection Safety Improvement
- Bicycle Lanes
- Neighborhood Greenway
- Central Milwaukee 2015 TSP Amendments

- Schools
- Major Roads
- Streets
- Railroad
- County Line
- Water
- Parks
- City Limits
- Light Rail Station
- Light Rail Transit

PROPOSED PROJECTS

Improve Intersection to Increase Bicycle Safety

- A Adams St/21st Ave/Railroad Crossing
- B Johnson Creek Blvd/Springwater Trail
- C Johnson Creek Blvd/Linwood Ave
- D Linwood Ave/King Rd
- E Linwood Ave/Monroe St
- F Linwood Ave/Harmony Rd
- G Washington St/Oak St/Hwy 224
- H International Way/Lake Rd
- I McLaughlin and 22nd
- J McLaughlin/Ochoco/Hilport

Provide Improved Bicycle Facilities Where not Currently Present

- See Table 6-2 for project descriptions B-R, AL, AJ, and BA-BC

Enhance Existing Bicycle Connection

- U1 Install Neighborhood Greenway treatments at various locations
- U2 Construct bicycle overpass from Railroad Ave to International Way
- U3 Improve Springwater Trail paving
- U4 Improve Kellogg Creek Trail
- U5 Install Trolley Trail signage
- U6 Fill in gaps in existing bike network with bike lanes or multiuse path
- U7 Improve intersection safety on 17th Ave at Hwy 224 and at 99E

- AB Complete Springwater Trail along Ochoco St
- AC Construct Kronberg Park Trail
- AD Construct bike-ped overpass over Kellogg Creek
- AE Construct pedestrian underpass under Hwy 99E at Kellogg Creek
- AG Pave connection to Springwater Trail at 29th Ave and Sherrett
- AH Improve connection from Springwater Corridor to Pendleton Site
- AI Establish bike-ped connection over railroad tracks and LRT
- AL Construct stairs to connect Springwater Corridor to McLaughlin Blvd
- AM Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
- AN Improve bike-ped connection to neighborhoods west of station
- AO Establish bike-ped path on Sparrow to connect River Rd to Trolley Trail
- AP Establish bike-ped connection over McLaughlin at River Rd
- AR Establish bike-ped connection to McLaughlin at Stubb St

Provide Improved Bicycle Facilities in Central Milwaukee

- See Table 6-2 for project descriptions AS, AT, AU, AV, and AW

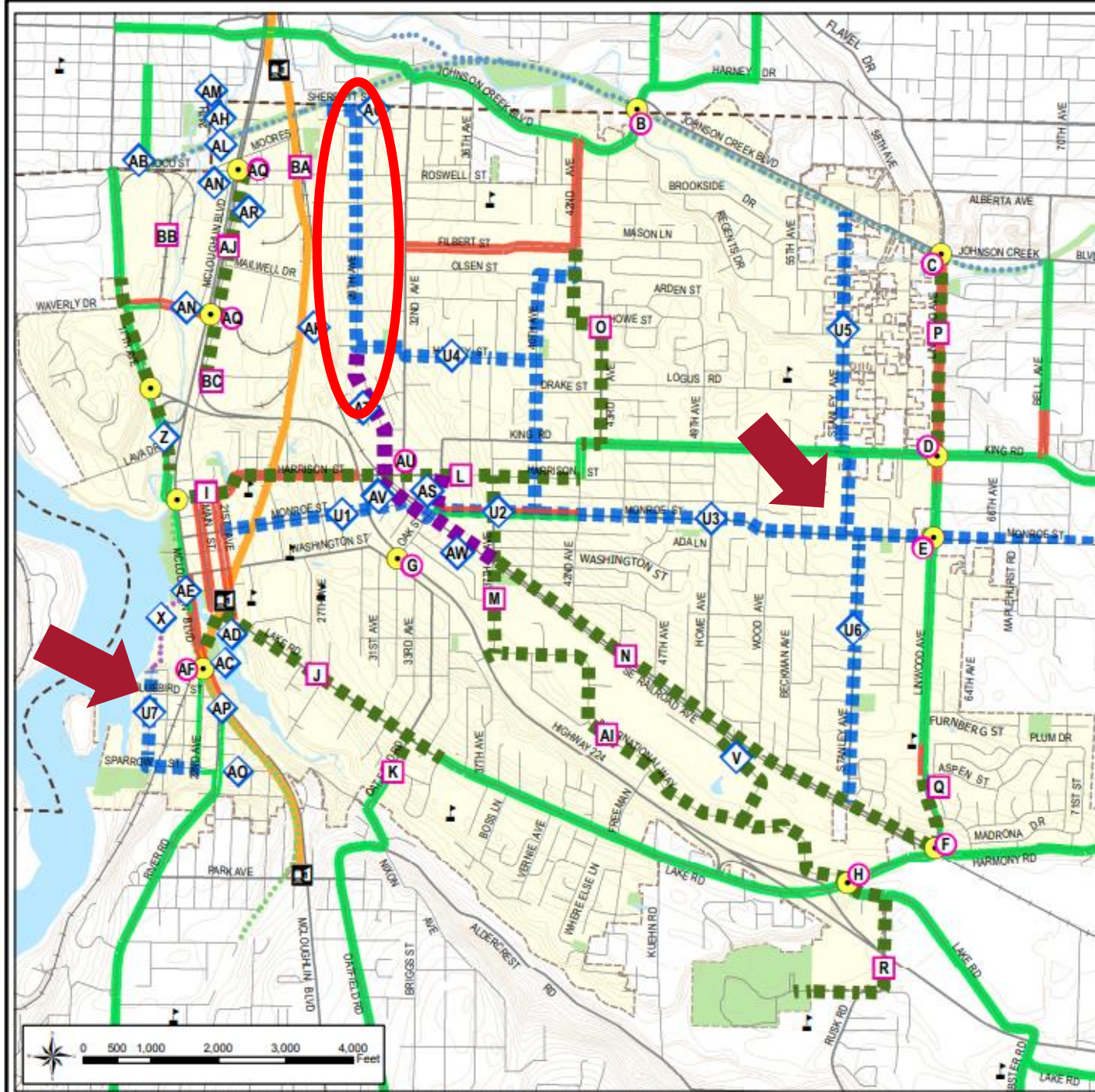
Greenway Designation

MUTCD Criteria:

None

Existing Condition:

29th Avenue is a greenway.



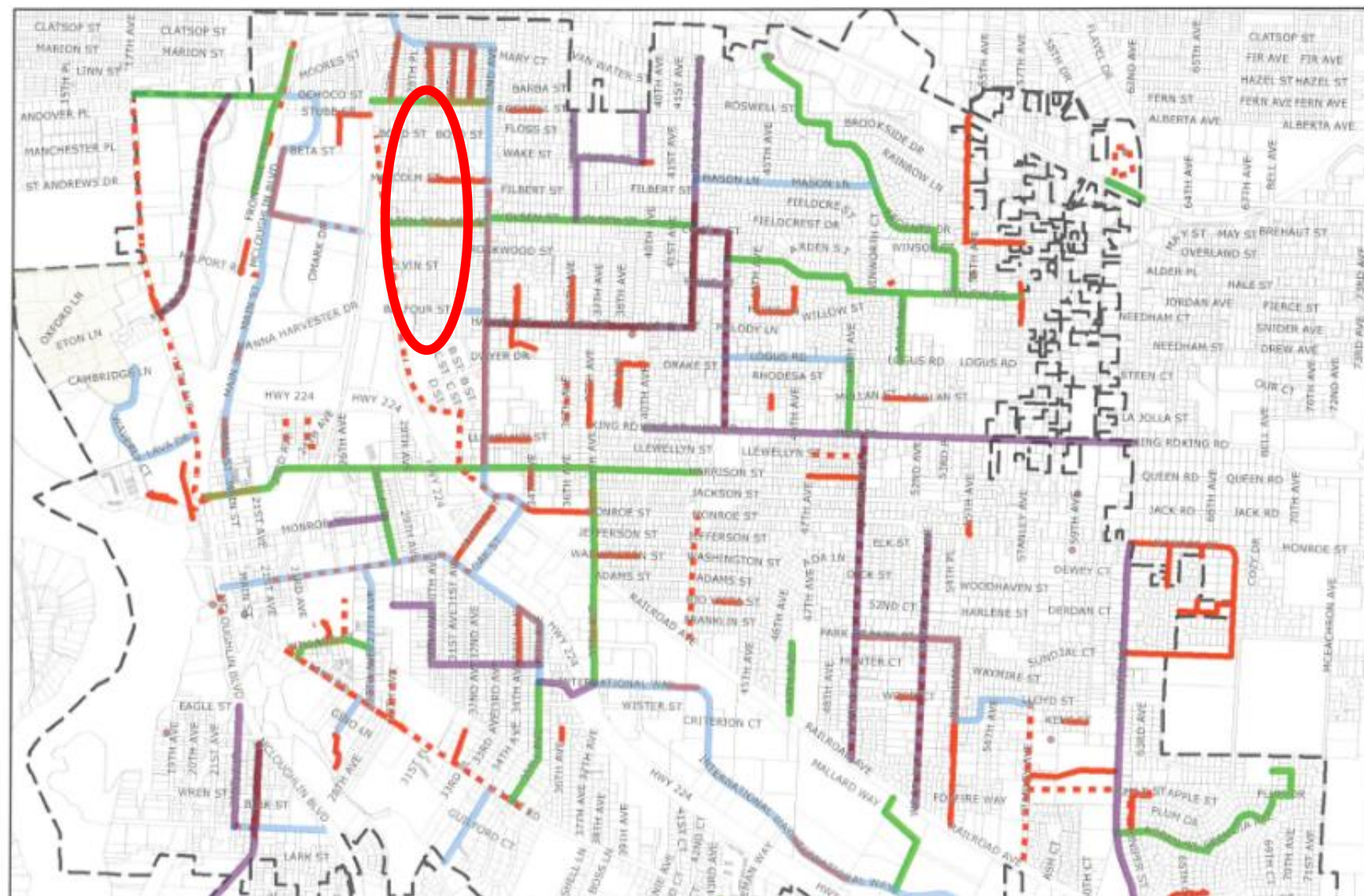
Conclusion

According to the study by Kittleson & Associates, Inc., which applied these standards, the 29th Avenue corridor and neighborhood greenway does not currently meet any criteria for the installation of stop signs.

The 29th Avenue corridor is a prime example of how a neighborhood greenway should operate and function within Milwaukie.

No new engineering data has been presented at this time.





SAFE and CIP Projects

Legend

-  SAFE Projects - Phase 1
 SAFE Projects - Phase 2
 SAFE Projects - Phase 3
 CIP Projects
 CIP Repair Projects
 City Border





Solutions

1. Council could support changes to the TSP that provide clarity on types of enhancements that should be considered for designated bikeways.
2. Council could direct staff to include a carveout in the Spot Program to fund greenway investments.
 - wayfinding signs
 - roadway markings
 - additional sharrows
 - bike tool stands
 - maps
 - educational materials
 - other amenities

Questions

Why not place stop signs at all intersections?

Too many stop signs reduce observance of the right-of-way rule and control of intersections.



Furthermore, installation of stop signs at all intersections would be very expensive. More signs in a neighborhood usually result in higher pollution and noise levels.

How do stop signs affect neighborhood traffic patterns?

Experience shows that a stop sign in one location may affect nearby traffic. Drivers may seek new routes to simply avoid the stop sign, thereby causing traffic problems in new areas. The decision to install a stop sign must be made with consideration and care.

From: [Lisa Batey](#)
To: [OCR](#); [City Council](#)
Subject: FW: Next steps on 29th Ave Greenway
Date: Tuesday, February 27, 2024 10:02:54 AM

Scott – forwarding a chain of emails from this weekend for adding to the record. Jacob is aware that I am forwarding to you.

From: Jacob Sherman <jdbsherman@gmail.com>
Sent: Sunday, February 25, 2024 10:10 AM
To: Elvis Clark <elclarkmilwor@yahoo.com>
Cc: Lisa Batey <BateyL@milwaukieoregon.gov>; Rebecca Stavenjord <StavenjordR@milwaukieoregon.gov>; Adam Khosroabadi <KhosroabadiA@milwaukieoregon.gov>; Shane Abma <AbmaS@milwaukieoregon.gov>; Robert Massey <MasseyR@milwaukieoregon.gov>; Jay Panagos <jaypanagos64@gmail.com>; Luke Johnson <luke.warrenjohnson@gmail.com>; mtnsoles@hotmail.com; Greg Baartz-Bowman <baartzbowman@yahoo.com>; Pamela Denham <pamdenham@gmail.com>; Milwaukie Safe <milwaukiesafe@milwaukieoregon.gov>; AJC Board <ajcboard@ardenwald.org>; sarah@thestreettrust.org; Daniel Hunt <danielhunt11@gmail.com>; maus.jonathan@gmail.com
Subject: Re: Next steps on 29th Ave Greenway

Thanks, Elvis. I wanted to note that we keep hearing concerns from staff about "going against the Manual on Uniform Traffic Control Devices (MUTCD)" and I'm starting to wonder if staff have even consulted their peers in other jurisdictions who build neighborhood greenways? I realize Milwaukie is a small city with limited resources, so perhaps this is an experience and training issue more than anything? Scott Batson is a traffic engineer at the Portland Bureau of Transportation who is perhaps one of the most experienced neighborhood greenway designers in the U.S., so there's a resource available for Milwaukie Engineering staff. I'd be happy to make an introduction or Milwaukie's Assistant City Manager, Emma Sagor, who used to work with me at PBOT could likely do that as well.

I also wanted state that I do not believe installing stop signs at minor street crossings on neighborhood greenways "goes against the MUTCD" for a few reasons:

1. If protecting bikes and pedestrians with stop signs actually "went against the MUTCD," then I'm unsure why cities like [Gresham](#), [Vancouver, WA](#), [Portland](#), the [Oregon Department of Transportation](#), researchers like [Dr. Jennifer Dill at PSU](#), and industry organizations like the [National Association of City Transportation Officials \(NACTO\)](#), and many more are proponents of greenways. Rather than continue to make this vague argument, City staff should detail how and why everyone else is apparently getting neighborhood greenways wrong, or they stop

making this argument all together.

2. In reviewing the [2023 version](#) of the Manual on Uniform Traffic Control Devices (MUTCD), the section on "SIGNING FOR RIGHT-OF-WAY AT INTERSECTIONS" Section 2B.06.01 specifically states "Selection of control type might be impacted by specific requirements of State law or local ordinances." As I've previously outlined and city staff have agreed, Milwaukie's Transportation System Plan clearly outlines the types of signage and controls that should be on neighborhood greenways in Milwaukie. This includes installing stop signs at the minor cross streets to prioritize greenway use over cross traffic. Milwaukie City Council adopted the TSP by local ordinance Ord. #2163 on October 20, 2018. As a result, there is effectively a local ordinance in place stating where stop signs should be installed within the jurisdictional limits of the city of Milwaukie and, per this provision, the MUTCD expressly approves these traffic control placements.
3. Lastly, if the local ordinance adoption isn't sound enough justification, then it's worth looking to MUTCD "Section 2B.11 Minor Road Stop Control" which states that: "Guidance:

Stop control on the minor-road approach or approaches to an intersection should be considered when engineering judgment indicates that one or more of the following conditions exist:

A. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway.

B. Crash records indicate that:

1. For a four-leg intersection, there are three or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.

2. For a three-leg intersection, there are three or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.

C. The intersection is of a lower functional classification road with a higher functional classification road.

D. Conditions that previously supported the installation of all-way stop control no longer exist."

2B.11.C (bolded above) warrants stop signs when a lower functional classification

(i.e. local streets like Van Water, Roswell, Boyd, Malcolm, Olsen, Kelvin, Balfour and those in Island Station) intersects with a higher street classification (i.e. designated neighborhood greenways like 29th Avenue, 19th Avenue, etc.). This is why some neighborhood greenways already have stop signs, and it is why -- along with all the many other arguments we've been making -- the 29th Avenue Neighborhood Greenway should have stop signs.

Mayor Batey and City Councilors, I know some of these emails get deep into the weeds, but I hope you can take time to digest some of this material. Milwaukie decided many years ago what neighborhood greenways should look like, who should be prioritized, and how those bicyclists and pedestrians should be made safe. The City has taken some steps to realize that vision, but there's many more to go. And since staff seem reluctant to follow Milwaukie's own policies, we're asking you to intervene. After all, what good are your City Council policies and ordinances if they are not implemented by staff?

Best wishes,
Jacob Sherman

jdbsherman@gmail.com | Cell: 971-570-7167

On Fri, Feb 23, 2024 at 9:22 PM Elvis Clark <eclarkmilwor@yahoo.com> wrote:

I think Jay heard the same as I hear at last evening's PSAC meeting.

Jay, Did I fairly capture the reluctance of the City Engineering staff to go against the MUTCD - the Manual on Uniform Traffic Control Devices?

Should be an interesting discussion on the upcoming March 5, Regular Council Session.

Elvis

Sent from Yahoo Mail. [Get the app](#)

On Friday, February 23, 2024 at 08:38:19 PM PST, Jacob Sherman <jdbsherman@gmail.com> wrote:

Mayor Batey and City Councilors,

If what Elvis Clark heard at Milwaukie's Public Safety Advisory Committee meeting this week is correct (see below), it is very unclear why Milwaukie Engineering is taking this perspective with 29th Ave Greenway but not with all the other greenways in the city?

To make my point, if staff are so concerned about speeds on neighborhood greenways then maybe four way stops are also needed at every intersection on Harvey, Monroe, Stanley, 19th, etc., too? It feels like staff keep coming up with different answers when it's convenient to them, rather than being consistent and applying the city's adopted policies on neighborhood greenways.

From a liability perspective, if the City is not applying its own adopted policies and following national best practices on the 29th Avenue Greenway, then I imagine that creates significantly more liability than the referenced "risks" from installing stop signs? Regarding these "risks," what do Milwaukie engineers know about the "risks" of installing stop signs that NACTO, ODOT, PBOT and countless others cities appear to be missing? I apologize for being sarcastic, but I imagine many transportation engineers would really, really like to know.

On the topic of risk, I feel like there's no way the City could plead ignorance at this point about the safety concerns that residents have raised over the years on 29th Ave Greenway, especially in light of the near crash that recently happened at an unprotected intersection between an automobile and a dad and his 4 year old daughter on bikes. It's worth noting the cost of installing stop signs today would be substantially less than the cost of any future financial settlements stemming from a crash at an intersection that doesn't comply with Milwaukie's own adopted policies and with national best practices. Aside from the safety issues we've been harping on, I'm beginning to worry Milwaukie's inconsistency here could be creating real risks to us as taxpayers.

Lastly, if Engineering were to install stop signs on 29th Ave Greenway and vehicle speeds were to subsequently increase on 29th, then one looks at the next level of interventions, which is speed bumps or other traffic calming interventions. It's simple. That's what both the TSP and the Kittleson memo clearly say. This would be the case on 29th Ave or any greenway. I don't understand why the potential worry over increasing speeds is being sold as a reason to not take action and follow City policy, particularly since, as Tessie pointed out, 29th is not a convenient cut through. It simply doesn't make sense. Almost none of it does.

If what Elvis reports is correct, then I've got to say it's completely flabbergasting that Engineering staff don't seem to be reading or following TSP policies. I'm starting to feel like the City sees this as a nuisance and doesn't seem to value its neighborhood greenways. It feels clear to me that staff's "pick-and-choose" approach can only be remedied if City Council directs staff to follow Milwaukie's adopted policies and national best practices on signage on neighborhood greenways. I worry without that clarity from Council, we'll just continue to get the run-around and no action to promote safety on our streets. I also remain concerned that all the requests residents have made for stop signs over the years seem to get "lost" too. These trends from the Engineering department staff are very concerning.

In closing, I appreciate your continued attention to this issue and your willingness to listen to residents. Many Milwaukieans are looking forward to our elected officials taking action at the March 5th City Council hearing. Thank you for your time.

Best wishes,
Jacob Sherman

Sent from my iPhone

Begin forwarded message:

From: Elvis Clark <eclarkmilwor@yahoo.com>
Date: February 23, 2024 at 17:46:59 PST
To: Jacob Sherman <jdbsherman@gmail.com>
Subject: Re: Next steps on 29th Ave Greenway

Hi, Jacob.

I haven't contacted Shane as yet. I feel reluctant to impose on him as a neighbor, unless I happen to meet him out and about in-person.

I did broach the 29th Greenway issue at last evening's PSAC meeting. The City Engineering staff are going to recommend to Council that stop signs *not* be installed on the cross streets, because in their professional opinion, it would give drivers on 29th itself the impression that they are free to drive faster on 29th. They intend to argue that this raises a liability risk for the City.

The City Engineer at the PSAC meeting did say he could only think it acceptable if stop signs were placed at all four corners at each intersection - 4 way stops then.

This seems like over kill to me, lessening the quality of the greenway itself; but if this is what most of the neighbors were to want against the alternative of not having any stop signs, then we could push for this. Not saying it would happen even if we were to be accepting of this one option.

The City Engineers seem open to other possible signage on the cross streets. I kept stressing that there is nothing to really alert drivers going west across or onto 29th that they are approaching a Greenway and need to exercise caution.

I am also wanting to go and review the appendix of the Kettleson report for traffic speed findings. I am wondering if this report broke out the vehicle speeds of drivers on the cross streets. I think the study may have only looked at traffic speeds on 29th itself or combined them with the cross streets.

The North Ardenwald Project is nearly completely designed, but I should think if we want something like speed bumps or maybe rumble strip for both Van Waters and Roswell this would be the time to recommend this before the contracting gets going.

Somehow The City of Portland chooses to ignore the liability risk of placing stop signs at many of its Greenway cross streets. I would think that maybe Milwaukie faces a risk of being sued, too, if it does nothing and a bicyclist gets badly hurt by a vehicle coming across 29th without the driver using caution.

Thanks for asking,
Elvis

Sent from Yahoo Mail. [Get the app](#)

On Friday, February 23, 2024 at 02:30:49 PM PST, Jacob Sherman <jdbsherman@gmail.com> wrote:

Elvis,

Have you been able to connect with Shane Abma on 29th yet? Any updates to share?

Best,
Jacob

Sent from my iPhone

Dear Mayor Batey, Council President Massey, Councilors Stavenjord, Khosroabadi, Abma; and City Manager Ober

March 5, Regular Session, City Council

Re: Installing stop signs at each of the westbound streets intersecting the 29th Avenue Greenway

I am hoping City Council will direct City Staff to install stop signs for westbound traffic at each of the 29th Avenue Greenway intersections (Ardenwald neighborhood).

The City Engineering staff are voicing opposition to this request – a request made not only by myself but many of the neighbors in the 29th Avenue area and several members of the Milwaukie bicycling community as voiced on the “Bike Milwaukie” Facebook page.

The Engineering department, from my conversations with City engineering staff, objects to the stop signs as requested because of a traffic study conducted for the 29th Greenway. This study is conducted by Kittleson & Associates for the City (Kittleson & Associates, Technical Memorandum, published November 28, 2022).

The Kittleson traffic study for the 29th Avenue Greenway in Ardenwald concludes that traffic volume (low), traffic speed (slow averages), and crash data (low) do not warrant additional safety measures for the Greenway at the time of the study (although it does list additional safety measures if funding and/or traffic data support).

Now the City’s Engineering staff believe that this study in conjunction with the Manual for Uniform Traffic Control Devices weighs strongly against installing stop signs for the westbound traffic intersecting the 29th Avenue Greenway.

Bicyclist perspective: *The Kittleson traffic study does show reasons justifying the installation of stop signs* for the westbound traffic intersecting the 29th Avenue Greenway.

It also seems that the Manual for Traffic Control Devices that engineers are professionally devoted represents an aggregate of transportation interests, maybe not strictly attuned to the safety of bicyclists.

The Kittleson traffic study does reveal that there is some westbound traffic exceeding 20 mph.

For a bicyclist traveling on the 29th Greenway (north-to-south or conversely), 15 mph or greater for a vehicle traveling across or onto the Greenway may not allow for enough reaction time for the bicyclist to adjust course and negotiate the passing of the vehicle. Reportedly, there have been some near misses in recent months/years of vehicles crossing into the Greenway and nearly hitting a bicyclist. (Bicyclists and others have not been reporting near

misses to the police department, most usually. And such police reporting is relied on by the Kittleson traffic study.)

For a bicyclist traveling along the Greenway, a vehicle also traveling north to south or south to north, is not as much as a crash risk. The vehicle driver can more readily see the bicyclist ahead of them, when headed in the same direction as the bicyclist. And the bicyclist can readily see a vehicle traveling in the opposite direction towards them. (Additionally, the City has painted sharrows on the 29th Greenway for north-south traffic, partly in response to the Kittleson traffic study.)

I include summary tables from the Kittleson Memorandum showing a substantive percentage of Westbound traffic with speeds exceeding 15 mph to 20 mph. The mathematics of the Kittleson traffic speed data does suggest there will be vehicle and bicycle crashes at some point in the future.


I believe stop signs for the westbound traffic crossing or turning onto the 29th Avenue greenway would improve safety and would not be a significant hinderance to traffic flow, as such signs would serve to make westbound travelers more cautious when coming up to the 29th Greenway while not causing them all but a very momentary pause in their travel.

Sincerely,
Elvis Clark
Public Safety Advisory Committee member

The following are summary excerpts from the 29th Avenue Traffic Study, Kittleson & Associates, Nov. 2022:

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data


| | | | | | | | | | | | | | | | | | |
|---|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--|------------|-------------------|
| LOCATION: WB SE Van Water St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923825 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 36 | 91 | 37 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 16-25 | 128 |
| Percent | 21.3% | 53.8% | 21.9% | 2.4% | 0% | 0% | 0% | 0.6% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 21.3% | 75.1% | 97% | 99.4% | 99.4% | 99.4% | 99.4% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 169 |  | | | | | | | | | | | | | | 85th Percentile: 22 MPH Mean Speed(Average): 17 MPH Median: 17 MPH Mode: 18 MPH | | |
| | Comments: | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data


| | | | | | | | | | | | | | | | | | |
|---|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--|------------|-------------------|
| LOCATION: WB SE Roswell St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923835 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 38 | 79 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 16-25 | 108 |
| Percent | 25.5% | 53% | 19.5% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 25.5% | 78.5% | 98% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 149 |  | | | | | | | | | | | | | | 85th Percentile: 21 MPH Mean Speed(Average): 17 MPH Median: 17 MPH Mode: 18 MPH | | |
| | Comments: | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data


| | | | | | | | | | | | | | | | | | |
|--|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--|------------|-------------------|
| LOCATION: WB SE Boyd St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923831 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 7 | 51 | 45 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 16-25 | 96 |
| Percent | 6.4% | 46.4% | 40.9% | 4.5% | 1.8% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 6.4% | 52.7% | 93.6% | 98.2% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 110 |  | | | | | | | | | | | | | | 85th Percentile: 23 MPH Mean Speed(Average): 19 MPH Median: 19 MPH Mode: 18 MPH | | |
| | Comments: | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:09 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

| | | | | | | | | | | | | | | | | | |
|---|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|---|------------|-------------------|
| LOCATION: WB SE Malcolm St E of SE 29th Ave | | | | | | | | | | | | | | | QC JOB #: 15923821 | | |
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Milwaukie, OR | | | | | | | | | | | | | | | DATE: Sep 20 2022 | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 57 | 42 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 11-20 | 61 |
| Percent | 49.1% | 36.2% | 12.9% | 1.7% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 49.1% | 85.3% | 98.3% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 116 |  | | | | | | | | | | | | | | 85th Percentile: 19 MPH Mean Speed(Average): 15 MPH Median: 15 MPH Mode: 8 MPH | | |
| | Comments: | | | | | | | | | | | | | | | | |

Report generated on 10/10/2022 3:57 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

QC JOB #: 15923817

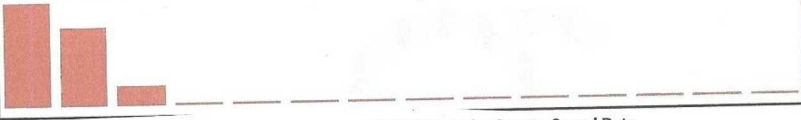
LOCATION: WB SE Olsen St E of SE 29th Ave

DIRECTION: WB

SPECIFIC LOCATION:

DATE: Sep 20 2022

CITY/STATE: Milwaukie, OR

| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
|-----------------------|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|---|------------|-------------------|
| Grand Total | 68 | 51 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 11-20 | 74 |
| Percent | 51.9% | 38.9% | 9.2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 51.9% | 90.8% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 131 |  | | | | | | | | | | | | | | 85th Percentile: 19 MPH Mean Speed(Average): 14 MPH Median: 14 MPH Mode: 8 MPH | | |

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

QC JOB #: 15923813

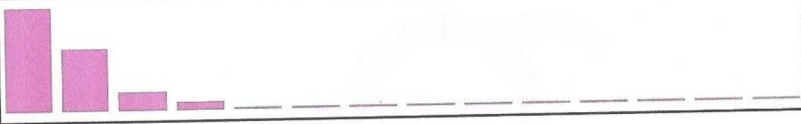
LOCATION: WB SE Kelvin St E of SE 29th Ave

DIRECTION: WB

SPECIFIC LOCATION:

DATE: Sep 20 2022

CITY/STATE: Milwaukie, OR

| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
|-----------------------|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|---|------------|-------------------|
| Grand Total | 49 | 29 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 11-20 | 45 |
| Percent | 55.1% | 32.6% | 9% | 3.4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 55.1% | 87.6% | 96.6% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 89 |  | | | | | | | | | | | | | | 85th Percentile: 19 MPH Mean Speed(Average): 13 MPH Median: 13 MPH Mode: 8 MPH | | |

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

QC JOB #: 15923809


LOCATION: WB SE Balfour St E of SE 29th Ave

DIRECTION: WB

SPECIFIC LOCATION:

DATE: Sep 20 2022

CITY/STATE: Milwaukie, OR

| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
|-----------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|---|------------|-------------------|
| Grand Total | 72 | 53 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 11-20 | 77 |
| Percent | 55.8% | 41.1% | 3.1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| Cumulative Percent | 55.8% | 96.9% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | | |
| ADT 129 |  | | | | | | | | | | | | | | 85th Percentile: 18 MPH Mean Speed(Average): 13 MPH Median: 13 MPH Mode: 8 MPH | | |

Comments:

From: [Geoff Scoones](#)
To: [OCR](#)
Subject: 29th St Greenway Hazards
Date: Wednesday, February 28, 2024 9:44:39 AM

This Message originated outside your organization.

To Milwaukie City Council,

As a local member of the community, I would encourage the council to provide a safer greenway on 29th street by including stop signs and sidewalks for pedestrians.

There are many cars blindly passing through with bikers and walkers in the streets without any protection.

Thank you for your consideration.

Sincerely,
Geoff Scoones
3006 SE Van Water St, Milwaukie, OR 97222

From: [Sarah Iannarone](#)
To: [OCR](#); [Adam Khosroabadi](#); [Robert Massey](#); [Shane Abma](#); [Rebecca Stavenjord](#); [Lisa Batey](#)
Subject: Milwaukie's 29th Ave Greenway Improvements and Transportation Safety Policies & Best Practices
Date: Thursday, February 29, 2024 9:16:40 AM
Attachments: [We sent you safe versions of your files.msg](#)
[Milwaukie City Council Testimony 3-5-2024 29th Ave Greenway.pdf](#)

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

This Message originated outside your organization.

Dear Mayor Batey and Milwaukie Council Members,
Please accept The Street Trust's written testimony for next Tuesday's city council meeting.

The Street Trust is excited to launch our low-income e-bike access program, [Ride2Own](#) (funded by PGE, Oregon DEQ and Metro) in your city this April 2024. We selected Milwaukie as one of only four pilots in the region, based in part on your city's transportation safety and climate goals. In the spirit of cooperation, we hope you will continue to forward policies and investments to make Milwaukie a premier location for people who rely on walking, bicycling, and public transportation.

Onward in community,
Sarah

Sarah Iannarone, Executive Director
The Street Trust + TST Action Fund

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[Save the date! 2024 Oregon Active Transportation Summit](#) is June 5-7. RFP's open now - [submit a proposal](#)

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February 29, 2024

To: Mayor Batey and City of Milwaukie Councilors Khosroabadi, Massey, Abma, and Stavenjord

Re: 29th Ave Greenway Improvements and Transportation Safety Policies & Best Practices

Dear Mayor Batey and City Councilors:

The Street Trust is a membership advocacy organization representing street users in Oregon regardless of their travel mode or zip code. We work to break political gridlock and win policy and investments that save lives, reduce barriers, and expand mobility and opportunities to the people and neighborhoods our current system neglects.

In alignment with this mission, **The Street Trust will be launching the third of four regional pilot programs for our low-income e-bike access program [Ride-To-Own](#) in the City of Milwaukie in mid-April 2024.** Generously funded by PGE Drive Change Fund, Oregon DEQ, and Metro, we will provide free e-bikes and gear along with a year of education and rider support to thirty Milwaukie residents who are new to e-biking.

We identified Milwaukie as one of our four initial pilot areas in part because of your leadership among small cities in the Greater Portland metro region. We are impressed by Milwaukie's ambitious climate and transportation policies and programs including the goal to be **fully carbon-neutral by 2045** and the **Safe Access for Everyone (SAFE)** fee to improve safety for people walking, biking, and rolling.

Additionally, we understand that Milwaukie is facing a housing affordability crisis. Transportation is the second-highest cost after housing for Oregonians and access to low-cost transportation options significantly reduces monthly costs for already-rent burdened individuals. The city's 2024 housing needs

assessment identified that residents want to be able “access goods and services by walking or biking.” The Street Trust’s programs (which also include Oregon Friendly Driver education, WeBike, and employing the only Safe Routes to School Coordinator in Clackamas County) mean that we can help you meet your city’s safety and mode-split goals.

Unfortunately, as our Ride2Own Milwaukie program launch date quickly approaches, we have received advocacy requests from some of our members residing in Milwaukie regarding safety on your city’s greenway system, namely improvements to 29th Avenue.

These complaints highlight three areas of concern which we believe committed, visionary leadership from Council can help address:

1. Inconsistent Policy Application: It would appear that Milwaukie’s engineering staff may be applying principles on the 29th Ave Greenway differently from other city greenways.

- *Our recommendation is that the city leadership encourage staff to apply the highest safety standards uniformly on all greenways citywide.*

2. Liability Concerns: Failure to follow adopted policies and national best practices on 29th Avenue Greenway may increase liability for the city. We know that city tax dollars are precious and we want to see them spent on infrastructure, not lawsuits. The city will not be able to plead ignorance now that the public has raised safety concerns raised on the 29th Ave Greenway, especially after recent near-crash incidents.

- *Our recommendation is that installation of stop signs would mitigate potential future financial settlements arising from crashes at non-compliant intersections.*

3. Clarity and Accountability: Council leadership is needed to ensure that staff follow adopted policies and national best practices on signage for neighborhood greenways. Intense public conflict is an additional burden on Milwaukie’s small (and probably stretched thin) city engineers.

- *Our recommendation: re-evaluate city processes for addressing traffic safety complaints and enhance community engagement around transportation investment priorities.*

Onward in community,

A handwritten signature in black ink, appearing to read "Sarah", with a long horizontal flourish extending to the right.

Sarah Iannarone
Executive Director, The Street Trust
sarah@thestreettrust.org | 503-975-0240

From: [Jacob Sherman](#)
To: [OCR](#)
Cc: [Jay Panagos](#); [Elvis Clark](#); [AJC Board](#); [Matt at Mountain Soles](#); [Luke Johnson](#)
Subject: Testimony for 3/5 Special Report on 29th Ave Neighborhood Greenway
Date: Friday, March 1, 2024 8:54:10 AM
Attachments: [2024-0116-rs_packetexhibits-testimony.pdf](#)
[2024-0206-rs_packetexhibits-testimony.pdf](#)

Your attachments have been security checked by Mimecast Attachment Protection. Files where no threat or malware was detected are attached.

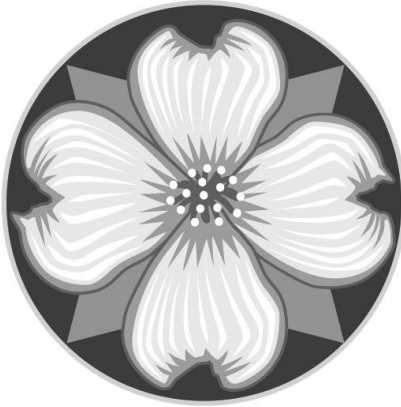
Hi Scott,

Attached is testimony from the Jan 26th and Feb 6th City Council hearings where community members shared public comments on the 29th Avenue Neighborhood Greenway that I'm requesting be included as testimony on the March 5th Special Report. See attached.

Additionally, thank you for such fine record keeping. It was not time consuming at all to hop online, find the meeting packets, and extract these submissions. I appreciate you helping to keep things organized and easy for community members. Thank you!

Best wishes,
Jacob Sherman

jdbsherman@gmail.com | Cell: 971-570-7167



RS Agenda Item

5

Community Comments

From: [Jacob Sherman](#)
To: [Luke Johnson](#); [Ann Ober](#); [Emma Sagor](#); [Adam Khosroabadi](#); [Robert Massey](#); [Rebecca Stavenjord](#); [Lisa Batey](#); [Scott Stauffer](#)
Cc: [Luke Strait](#); [Ryan Burdick](#); [Lisa Gunion-Rinker](#); [Travis Tomlinson](#); [Erin Jansen](#); [Daniel Hunt](#)
Subject: Re: Urgent Safety Issue on 29th Greenway
Date: Wednesday, January 10, 2024 9:11:55 AM

This Message originated outside your organization.

I'm not sure if Chief Luke is still out of office, so I wanted to reply to loop in a few others to make sure this near-crash is officially recorded and to ask the City to take action to mitigate risk now and in the future.

I'm adding City Council, plus City Manager Ann Ober and Assistant City Manager Emma Sagor. I've talked both in 22-23 about traffic safety on 29th Ave with Ann and more recently with Emma. I'm also recalling a number of elected officials talked about bike/ped safety when they ran for election.

All - My family and I were biking with Luke Johnson and his 4 year old daughter when this near crash happened. We'd gotten ahead of them and were actually stopped, turned around, and witnessed it all. It was scary and we're just lucky it didn't turn out differently.

I've said to city staff since 2022, it was also entirely preventable. Installing stop signs on the east-west streets as they cross the 29th Ave Greenway would not only be following adopted City policy, but it would also be applying national best practices on greenway design. It would also make a bike rider's experience in Milwaukie similar to Portland, creating a more consistent expectation of safety. Myself and others with the Ardenwald NDA and Bike Milwaukie have asked for these simple, affordable improvements since 2022 due to stories and personal safety concerns like what happened to Luke and his daughter. Additionally, as part of the TSP process, I recently turned in a petition to Planning Department with over 130 signatures of residents and visitors that calls for the City to do more on bike/ped safety. I hope we can take this experience and use it to prompt action, rather than waiting for an even worse tragedy to occur and then dealing with all the fallout from that.

I ask City Council and staff to direct funding (perhaps SAFE Spot funds?) to implement immediate safety improvements on the 29th Ave Greenway.

Please let me know if you have questions and thank you for taking the time to read this email. Have a good day.

Best wishes,
Jacob Sherman

Sent from my iPhone

On Jan 5, 2024, at 13:12, Luke Johnson <luke.warrenjohnson@gmail.com> wrote:

Hello Chief Strait,

I understand you were out of town and would like to circle back with you on this issue.

Thanks,

Luke Johnson
612-418-4984

On Mon, Jan 1, 2024 at 3:07 PM Luke Johnson

<luke.warrenjohnson@gmail.com> wrote:

Hello officer Strait (and fellow Luke),

I would like to let you know of a recent near miss accident today while I was biking on 29th Greenway today with my soon to be 4 year old daughter riding in the bike trailer. Today at around noon an SUV was driving westbound on Malcom Street downhill while we were riding slowly and northbound on 29th. The westbound vehicle came to screeching halt and skidded on the gravel just before crossing 29th and nearly killing my daughter and I.

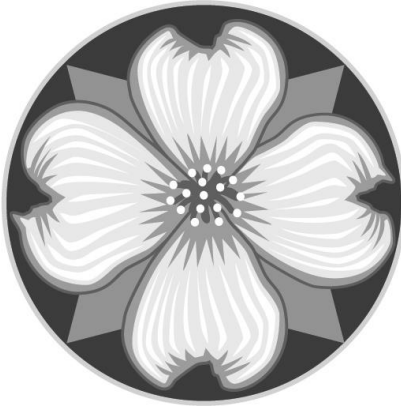
Some version of this happens to me atleast once per year while riding on 29th and crossing any of the east-west streets (Kelvin, Olsen, Malcolm, Boyd, Roswell, etc). However, this is the first time that my daughter was endangered. As one of the hundreds of parents living in our neighborhood, I hope that I can eventually teach my children to ride their bikes by themselves in our neighborhood, especially on a dedicated bicycle greenway like 29th. However today's incident and the continued lack of any traffic control on any intersection on 29th makes me doubt the safety of pedestrians in this neighborhood.

Please do not wait until someone tragically loses a life on this dedicated "greenway". Please take this opportunity to demonstrate our community's supposed values of pedestrian safety. Please install stop signs and traffic calming measures this spring 2024 on 29th.

I have ccd the Ardenwald NDA here for context.

Best,

Luke Johnson



RS Agenda Item

5

Community Comments

From: [Nick Hess](#)
To: [OCR](#)
Subject: 29th AVE Greenway Safety Concerns
Date: Sunday, January 28, 2024 8:18:24 AM

This Message originated outside your organization.

Dear Milwaukie City Council,

I am writing to request stop signs on the following cross streets which intersect the 29th ave Greenway. This is due to unsafe conditions existing when cycling, running, and walking.

- 1) Stop signs on Malcolm Street for East/West traffic at 29th.
- 2) Stop signs on Olsen Street for East/West traffic at 29th
- 3) Stop signs on Boyd Street for East/West traffic at 29th
- 4) Stop signs on Kelvin Street for East/West traffic at 29th

Vehicles traveling East/West on Olsen, Malcolm, Kelvin, and Boyd Streets create dangerous intersections for those traveling in all directions at 29th. All of these intersections are unprotected, aside from a yield sign at Boyd. We have experienced several dangerous near-collisions at these intersections over the past years. Without stop signs, at these intersections, it causes great uncertainty and confusion on who has the right of way when approaching at the same time as a vehicle traveling perpendicular to your direction.

The stop signs installed on Roswell Street at 29th have been a huge success in slowing down the traffic in the neighborhood and bringing confidence to those traveling on 29th. That particular crossing feels very safe now. Thank you! We would like to see this replicated at the several additional intersections on SE 29th to increase pedestrian and bicycle safety, slow traffic, and reduce potential collisions.

My family and I regularly use the 29th ave greenway for recreation and commuting by foot and bike to access the Springwater Corridor and beyond. However, close calls and dangerous interactions while doing so make me think twice when choosing between putting my kids on the bike or taking the car.

Please consider immediate action to improve safety for all users on the 29th ave greenway.

Thank you,
Nick Hess

Dear Mayor Batey, Council President Massey, Councilors Stavenjord and Khosroabadi; and City Manager Ober

Community Comment for Regular Session, City Council meeting, February 6, 2024

Re: 29th Greenway signage request: City Council should direct city staff to address the 29th Greenway concerns with all due speed.

From: Elvis Clark, Ardenwald – Johnson Creek Neighborhood, member of PSAC

I first direct your attention to the following excerpts (in quotes) from the City's May 7, 2022 Budget Committee meeting which approved among the entirety of the current 2-year City budget the SAFE Spot program funding (\$180k) [with captions that I provide here in]:

BUDGET COMMITTEE MINUTES Video Meeting

www.milwaukieoregon.gov May 7, 2022

Chair Schockner called the Budget Committee meeting to order at 9:46 a.m. Present: Lisa Batey, Mark Gamba, Kathy Hyzy, Caili Nance, Desi Nicodemus, Michael Osborne, Leslie Schockner, Jon Stoll.

"Jacob Sherman, citizen, requested funding be allocated for the neighborhood pedestrian and traffic safety program. Consider the small, quicker projects to repair the streets."

[Sherman's comment is with particular focus on the 29th Greenway.]

[Kelly Brooks, then Assistant City Manager, and then Mayor Gamba respond:]

"Brooks responded SAFE program came after the transportation plan. There is \$180,000 allocated for spot improvements. Difficulty completing smaller projects since the department is currently understaffed. Need people and time to do the projects well."

"Gamba recognizes the staffing issues and the pandemic; the original SAFE program's intention was to repair the smaller issues quickly."

Now let me say that I am encouraged to hear that the City Council is supposedly taking up the matter of safety signage for the 29th Greenway in its March deliberations.

I am also grateful for Councilor Stavenjord meeting with Jacob Sherman and Luke Johnson and walking the 29th Greenway with them. Also, Facebook dialogue with Councilor Khosroabadi.

I am grateful City Manager Ann Ober for engaging with Luke Johnson and me regarding the need for stop signs and other signage to prevent a serious crash between vehicles and bicyclists/pedestrians on the 29th Greenway in Ardenwald (Friday, January 26th, City Manager Open Door meeting].

Ann told Luke and me at this Open-Door meeting that the “ball had been dropped” on the SAFE Spot [signage] program after Kelly Brooks, assistant City Manager, left for a job with the Governor’s Office about a year ago now.

I believe (1) given the May 7, 2022, Budget Committee meeting and video,

(2) given that the PSAC Spot program process of creating a list of Spot [signage] projects through the Public Safety Advisory Committee would likely extend past the current Budget period ending this June 2024,

(3) given the background statement of then Mayor Gamba about the original intent of completing the Spot projects early in the SAFE schedule,

(4) and given that the “Ball was dropped” on the SAFE Spot program:

The City Council should intervene quickly and direct City Staff to consult with Jacob Sherman (who you all know as Planning Commissioner), Luke Johnson who with his daughter on bicycle are most recently involved in a near serious crash with an SUV at the Intersection of 29th Avenue and Malcolm, and with Ardenwald-Johnson Creek Neighborhood to:

ADD traffic calming signage to the 29th Greenway with focus on the cross-street traffic intersecting the greenway – doing this WITH all due speed.

Sincerely,
Elvis Clark
Ardenwald-Johnson Creek Neighborhood

From: [david](#)
To: [OCR](#)
Subject: Re: Stop Signs On 29th Ave.
Date: Sunday, February 4, 2024 8:32:45 AM

This Message originated outside your organization.

Hello Mayor Batey and City Councilors,

My name is David Silverman. I am a resident of 29th Ave. in Ardenwald.

Having moved to this neighborhood three years ago, we were drawn to the allure of living on a designated "neighborhood greenway." Our decision to purchase a house here was primarily influenced by the promise of a safe and peaceful environment conducive to recreational activities, such as our routine recumbent bike rides and getting to know pedestrians while I'm out front gardening.

I am writing to express my growing concern regarding the escalating traffic situation on 29th Ave., between Van Water and Balfour. The downhill traffic from 32nd Ave. tends to move at an alarming speed, with a disconcerting number of vehicles failing to adhere to the speed limit or even slowing down at intersections. This has resulted in numerous close calls and near-miss accidents, including two incidents where I myself narrowly avoided collisions.

In addition to our own safety, I am deeply worried about the well-being of the families residing in close proximity. In a mere two-block radius, we have twelve children under the age of ten and seven preteens and teenagers who frequently engage in outdoor activities in front of their homes. Games like street hockey, tennis, bike riding, and kick the can are commonplace, making the potential for accidents involving children and cars alarmingly high.

To address this pressing issue, I am urgently requesting the installation of stop signs at the cross streets along 29th Ave.

Last year some white lines had been painted on the street corners at some of the intersections and that really helped slow and stop cars at the corners for a few days, but then they were painted over, which was really confusing.

I suggest and support stop signs at the cross streets along 29th Ave. It's not a matter of if an accident will happen, it's a matter of when it will occur.

I kindly request that this letter be included in the community comments for the upcoming Feb 6th meeting and that the contents of this email be shared with the City Council. The safety of Ardenwald residents, particularly our children, is at stake, and proactive measures need to be taken to prevent an inevitable accident.

Thank you for your attention to this matter, and I appreciate your efforts in ensuring the well-being of our community.

Sincerely,

David Silverman

From: [Ronelle Coburn](#)
To: [OCR](#)
Subject: Council Meeting Testimony for Feb 5, 2024
Date: Sunday, February 4, 2024 8:59:59 AM

This Message originated outside your organization.

Dear Council:

I am writing in strong support of installing East/West cross-traffic stops along the SE 29th Greenway in Ardenwald between SE Balfour and SE Sherrett.

The East-bound traffic coming from SE 32nd, where it is downhill to 29th, is particularly dangerous.

My understanding is the point of our Greenways is to encourage bicycling and walking via safe and unimpeded routes. Currently, bicycles and pedestrians must slow down or stop to check for cross traffic that may be headed for the intersections, at every single one, which runs counter to the goal of the Greenway.

And it seems to me that the 29th Greenway is the most utilized of all the Greenways due to its connection and proximity to the Springwater Corridor. It certainly is very well-used by residents of the entire neighborhood who make it a regular part of their walking path (many with their children and/or dogs) who express delight over being able to walk right down the street itself (rather than being stuck on too-narrow sidewalks as in much of the rest of the neighborhood).

Thank you for your consideration.

Ronelle Coburn
Ardenwald Resident
SE 29th Avenue

From: [Amanda Cartwright](#)
To: [OCR](#)
Subject: Stop Signs 29th and Balfour
Date: Monday, February 5, 2024 9:22:46 AM

This Message originated outside your organization.

Hi there,

I'm writing to request for stop signs to be installed at 29th and Balfour. We live at 2930 se Balfour and have 3 small children. Though we teach our kids street awareness, I am hoping for extra safety and support from our city council to make this junction less of a speeding thoroughfare by adding stop signs. Cars take that corner really fast. I know some in our close community have been (almost) hit by cars! Thanks for your attention to this matter.

I ask for my requests to be included in community comments for Tuesday's meeting and that my email be shared with all of city council.

Best,

Amanda Cartwright and Dotan Bar (children 5, 2, 2)

Sent from my iPhone

Scott Stauffer

From: Adrienne Schaefer Borrego <adrienne.schaefer@gmail.com>
Sent: Monday, February 5, 2024 12:13 PM
To: OCR
Subject: Greenway on 29th

This Message originated outside your organization.

Milwaukie City Council,

My family lives on the corner of SE 28th Ave and Roswell. We frequently bike with our two young children and go on walks with our dogs. We moved to Milwaukie for all the wonderful things it has to offer, but road safety has been an issue that deeply concerns us. Since our section of the Ardenwald neighborhood doesn't have sidewalks, it's essential for us to be able to safely share the road with drivers. But this hasn't felt safe while out on our walks and rides.

We understand that SE 29th is meant to be a neighborhood greenway. However, due to the speed of cars and the lack of traffic control signage we do not feel safe to bike or walk on this street. **We strongly urge Council to install stop signs at 29th and Van Water to prevent collisions and to help pedestrians and cyclists feel safe along this corridor.**

Please share this message at Tuesday's meeting this week.

Thank you,

--

Adrienne Schaefer-Borrego
Milwaukie Resident

Scott Stauffer

From: Jamie June <jamiejune@gmail.com>
Sent: Monday, February 5, 2024 2:30 PM
To: OCR
Subject: making the SE 29th Greenway safer to use

This Message originated outside your organization.

This email is for public comment at the 2/6/24 and 3/5/24 City Council Meetings. Please be sure it is added to the rest of public comments on the SE 29th Greenway discussion and shared with Council members. - Thanks!

Dear Milwaukie City Council Members,

I am a resident and homeowner on Malcolm Street, a few houses away from the corner of the neighborhood greenway on SE 29th. Our family has lived here for nearly 15 years, and we appreciate the bike-ability of our wonderful neighborhood. It was one of the reasons we moved here. We use the SE 29th greenway daily, both as pedestrians and cyclists.

When SE 29th was designated as a greenway, we cheered! One thing we are not cheering about is our continued concern about the safety of the greenway for bicyclists and pedestrians. What does it mean to have a designated greenway if it is not safe to be used?

Vehicles travelling at high speeds heading east/west on streets crossing the greenway create dangerous intersections for those travelling north/south on SE 29th. Residents, visitors and delivery vehicles frequently speed through the intersections at 29th without even slowing down. All of the intersections along this section of the greenway are unprotected, aside from a yield sign on 29th at Boyd and stop signs on Roswell. We have personally experienced several dangerous near-collisions at these intersections over the past decade. It's just a matter of time before someone is seriously injured.

About 10 years ago, we were relieved to see the newly installed stop signs on Roswell Street at 29th. They were, and continue to be, a huge success in slowing down vehicle traffic in the neighborhood, making that section of the greenway safer to use. In 2015 and 2018, I submitted traffic control request forms to the City of Milwaukie to replicate this success at additional intersections on the greenway (Boyd, Malcolm and Olsen Streets). While bicycle and pedestrian traffic on the greenway has grown, there has been no changes to address these safety issues.

Thanks to the City's signage and sharrows that encourage cyclists to stay off 32nd, SE 29th has become a popular bicycle thoroughfare. I hope you will consider taking the next steps to implementing changes to make it a safer greenway for all!

Sincerely,
Jamie June

Dear Milwaukie City Council,

By now I am sure you have become aware of the rising energy in the Ardenwald neighborhood for adding stop signs and sharrows to improve safety on the 29th Ave Neighborhood Greenway. This street among many others has been designated as a neighborhood greenway since the 2007 Milwaukie TSP. Progress on these Greenways has however been all but non-existent, save for 9 years of planning around the Monroe Greenway. Unlike the unique case of Monroe with it's varied jurisdiction/location issues, 29th Ave and other identified greenways do not require nearly as significant capital improvements to become effective and start making a difference in Milwaukie's stated Climate goal and emergency declaration. Let us not forget that one of the big selling points of Greenways is supposed to be that they are quick and cheap ways to start making active transportation safe and viable.

The need to set priorities amongst large capital projects is certainly reasonable. The City of Milwaukie is not overflowing with money and has used some great strategy to save costs by combining projects when logical to avoid redundancies and is working hard to make use of bonded dollars to afford necessary large capital projects. However, while focusing on this I believe we are overlooking opportunities to make quick inexpensive changes that make large impacts. Of course, long term the Monroe Greenway is likely to be a more critical corridor than 29th. So on the surface, prioritizing it makes sense, yet here we are 10 years in to planning with all but nothing on the ground yet for either project. In one days work we could install stop signs on 29th. We could add cone bulb outs and concrete planter-diverters on 40th, Harvey, Stanley, and even much of Monroe East to make those effective greenways immediately. Will they be beautiful and polished? Absolutely not, but they will be functioning greenways and making an impact on our Climate and Equity goals immediately rather than gathering dust in the unfunded section of 2-3 successive TSPs.

Community members have done the math using official PBOT figures to determine costs for installing stop signs crossing the 29th Ave greenway and came to a rough estimate of \$25k. Upon last checking, the SAFE program's Spot Improvement allocation has over the years grown to near \$350k. Quick low cost improvements like this are a great candidate for these Spot Improvement dollars.

The focus is on 29th Ave right now, but this same approach that works here can and should be applied all over town to quickly and cheaply start moving the needle on walking/biking safety. I believe we should empower the city to move much quicker with these Spot Improvement dollars to get moving on our designated Neighborhood Greenways as well as improving safety in areas where funds for complete sidewalks will not be available any time soon.

This is not intended to be an argument against working on larger capital projects that require thorough planning and design, but a request to not overlook the small, cheap, and scrappy changes for the large polished ones.

Many Thanks,

Camden Mckone



CITY OF MILWAUKIE
CITY COUNCIL

10722 SE Main Street
P) 503-786-7502
F) 503-653-2444
ocr@milwaukieoregon.gov

Speaker Card

The City of Milwaukie encourages all citizens to express their views to their city leaders in a **respectful** and **appropriate** manner. If you wish to speak before the City Council, fill out this card and hand it to the City Recorder. Note that this Speaker Card, once submitted to the City Recorder, becomes part of the public record.

Name:

Elvis Clark

Organization:

Address:

3536 se Sherry Ln, Milw.

Phone:

503 654 8895

Email:

ElvisClark@milwaukieoregon.gov

Meeting Date:

2/6/24

Topic:

29th Greenway Signage

Agenda Item You Wish to Speak to:

☒ #5 Community Comments

Note: Council generally does not respond to comments during this meeting. The city manager will respond to comments at the next regular session.

☐ #7 Other Business, Topic: _____

☐ #8 Public Hearing, Topic: _____

Comments:

You are Speaking...

☒ in Support

☐ in Opposition

☐ from a Neutral Position

☐ to ask a Question



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Name: Jay Penney **Address:** _____
Organization: _____ **Phone:** _____
Email: _____

Meeting Date: 2.6.24 **Topic:** 27th St Safety

Agenda Item You Wish to Speak to:

☒ #5 Community Comments

Note: Council generally does not respond to comments during this meeting. The city manager will respond to comments at the next regular session.

☐ #7 Other Business, Topic: _____

☐ #8 Public Hearing, Topic: _____

Comments:

You are Speaking...

☒ in Support

☐ in Opposition

☐ from a Neutral Position

☐ to ask a Question



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Name:

Sam Grunseith

Organization:

Address:

9391 Se 29th ave

Phone:

503 930 3910

Email:

sgrunseith@gmail.com

Meeting Date:

1/6/2013

Topic:

29th ave intersect 101

Agenda Item You Wish to Speak to:

☒ #5 Community Comments

Note: Council generally does not respond to comments during this meeting. The city manager will respond to comments at the next regular session.

☐ #7 Other Business, Topic: _____

☐ #8 Public Hearing, Topic: _____

Comments:

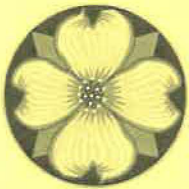
You are Speaking...

☐ in Support

☐ in Opposition

☐ from a Neutral Position

☐ to ask a Question



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Name: Deatrice MacLeod **Address:** _____
Organization: _____ **Phone:** _____
Meeting Date: 2/6th/24 **Email:** 29th Ave

Topic: _____

Agenda Item You Wish to Speak to:

☒ #5 Community Comments

Note: Council generally does not respond to comments during this meeting. The city manager will respond to comments at the next regular session.

☐ #7 Other Business, Topic: _____

☐ #8 Public Hearing, Topic: _____

Comments:

Feb 21st noneless for

You are Speaking...

☐ in Support

☐ in Opposition

☐ from a Neutral Position

☐ to ask a Question



CITY OF MILWAUKIE
CITY COUNCIL

10722 SE Main Street
P) 503-786-7502
F) 503-653-2444
ocr@milwaukieoregon.gov

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Name: JACOB SHERMAN **Address:** 3023 SE Olsen St., Milwaukee
Organization: _____ **Phone:** 971-570-7167
Meeting Date: 2/6/24 **Email:** jds Sherman@gmail.com
Topic: 29th Ave Greenway

Agenda Item You Wish to Speak to:

☒ #5 Community Comments

Note: Council generally does not respond to comments during this meeting. The city manager will respond to comments at the next regular session.

☐ #7 Other Business, Topic: _____

☐ #8 Public Hearing, Topic: _____

Comments:

You are Speaking...

☐ in Support

☐ in Opposition

☐ from a Neutral Position

☐ to ask a Question

The City of Milwaukie should

Invest more
resources in
safe streets for
all!



Let's make Milwaukie's streets slower and quieter—everyday of the year.

We, the undersigned, ask:

The City of Milwaukie to invest in projects and programs to promote walking and biking, which are key strategies to combat climate change;

The City to implement walking and biking safety projects on Neighborhood Greenways in 2023, for example places like 29th Avenue; and,

The City to prioritize walking and biking projects when it updates its long-range Transportation System Plan in 2023.

Signed:

Name

City

This image shows a single page of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page, leaving small margins at the top and bottom. There are no vertical margin lines, and the paper is completely blank except for the lines.

BICYCLE MASTER PLAN

October 2018

BICYCLE MASTER PLAN

October 2018



Existing Bicycle Facilities

- Shared Lane
- Bicycle Lane
- Kellogg Creek Trail
- Springwater Trail

Proposed Improvements

- Bicycle Intersection Safety Improvement
- Bicycle Lanes
- Neighborhood Greenway
- Central Milwaukee 2015 TSP Amendments



PROPOSED PROJECTS

Improve Intersection to Increase Bicycle Safety

- Adams St/21st Ave/Railroad Crossing
 Johnson Creek Blvd/Springwater Trail
 Johnson Creek Blvd/Linwood Ave
 Johnson Creek Blvd/Linwood Ave
 Linwood Ave/King Rd
 Linwood Ave/Monroe St
 Linwood Ave/Harmony Rd
 Highway Sk/Oak St
 Hwy 224
 International Way/Lake Rd
 McLaughlin and 22nd
 McLaughlin and 22nd
 McLaughlin/Ochoa/Millport

Provide Improved Bicycle Facilities Where not Currently Present

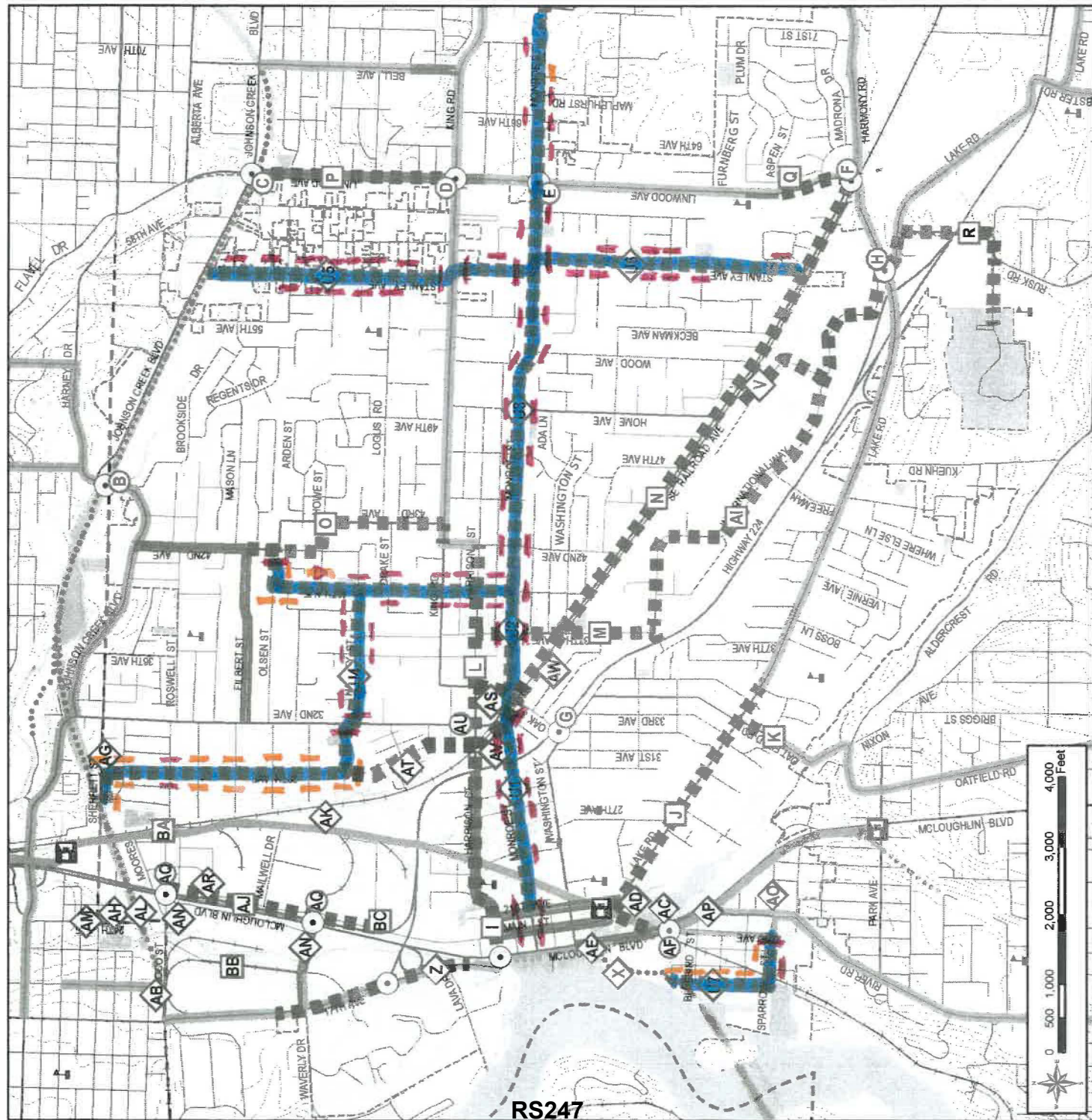
See Table 6-2 for project descriptions B-R, AJ, and BA-BC

Enhance Existing Bicycle Connection

- | | | |
|----|---|--|
| 16 | Install Neighborhood Greenway treatments at various locations | |
| 17 | Construct bicycle overpass from Railroad Ave to International Way | |
| 18 | Improve Springwater Trail paving | |
| 19 | Improve Kellogg Creek Trail | |
| 20 | Install Trolley Trail signage | |
| 21 | Fill in gaps in existing bike network with bike lanes or multiuse paths | |
| 22 | Improve intersection safety on 17th Ave at HWY 224 and at 99E. | |
| 23 | Complete Springwater Trail along Ochoco St | |
| 24 | Construct Kronberg Park Trail | |
| 25 | Construct bike-ped overpass over Kellogg Creek | |
| 26 | Construct pedestrian underpass under HWY 99E at Kellogg Creek | |
| 27 | Pave connection to Springwater Trail at 29th Ave and Sierrett Ave | |
| 28 | Improve connection from Springwater Corridor to Pendleton Site | |
| 29 | Establish bike-ped connection over railroad tracks and LRT | |
| 30 | Construct stairs to connect Springwater Corridor to McLoughlin Blvd | |
| 31 | Construct bike-ped bridge over Johnson Creek along Claboss St at 23rd Ave to connect to LRT station | |
| 32 | Improve bike-ped connection to neighborhoods west of station | |
| 33 | Establish bike-ped path on Sparrow to connect River Rd to Trolley Trail | |
| 34 | Establish bike ped connection over McLoughlin at River Rd | |
| 35 | Establish bike-ped connection to McLoughlin at Stubbs St | |

Provide Improved Bicycle Facilities in Central Milwaukee

See Table 6-2 for project descriptions AS, AT, AU, AV, and AW



RS247

From: [Jacob Sherman](#)
To: [OCR](#); [Lisa Batey](#)
Cc: [Jamie June](#); [Jay Panagos](#); [Elvis Clark](#); [AJC Board](#); [Luke Johnson](#); [Matt at Mountain Soles](#)
Subject: Fwd: traffic control device request
Date: Thursday, February 29, 2024 8:12:08 PM
Attachments: [We sent you safe versions of your files.msg](#)
[05 16 2017 June 2940-2049 SE Malcolm St.pdf](#)
[JJune SE Malcolm Response.pdf](#)
[29th TC Request Generic.pdf](#)

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

This Message originated outside your organization.

Hi Scott,

Attached are emails and files that I'm requesting be included as part of the record for the March 5th Special Report on the 29th Avenue Neighborhood Greenway. As detailed by Jamie June in the email chain below, these requests for safety improvements on the 29th Avenue Neighborhood Greenway go back nearly nine years to 2015.

Thank you,
Jacob Sherman

jdbsherman@gmail.com | Cell: 971-570-7167

----- Forwarded message -----

From: **Jamie June** <jamiejune@gmail.com>
Date: Wed, Feb 14, 2024 at 8:38 AM
Subject: Fwd: traffic control device request
To: <jdbsherman@gmail.com>

----- Forwarded message -----

From: **Tessie Prentice** <PrenticeT@milwaukieoregon.gov>
Date: Wed, Feb 14, 2024, 8:12 AM
Subject: RE: traffic control device request
To: Jamie June <jamiejune@gmail.com>
Cc: Jeff Tolentino <TolentinoJ@milwaukieoregon.gov>

Hi Jamie,

I've attached the information regarding the traffic request and response I found in the engineering electronic files.

I have looked through all the files and only found the "29th TC Request Generic" from 6/12/2018 that appears to be your request noted in the email chain below. I can understand why you did not receive a response since your name and contact information was not included on this request form.

As I stated in my reply last night, I am not the person at the city responsible for responding to Traffic Device Control Requests. Jeff Tolentino is that person and I have cc'd him on this email. Based on the Kittelson & Associates Technical Memorandum regarding the traffic study of three intersections that are listed in your requests plus the other four intersections that were included in the study, the findings were that stop signs are not warranted and should not be installed at this intersections. Jeff can add this request to the city records and send you a reply that references the 29th Avenue Greenway Technical Memorandum with its supporting data noting why the request for stop signs was denied.

Thanks,

Tessie Prentice, RLA, PE

Civil Engineer / Landscape Architect

City of Milwaukie

503.786.7548

10501 SE Main Street • Milwaukie, OR 97222

From: Jamie June <jamielune@gmail.com>
Sent: Tuesday, February 13, 2024 5:45 PM
To: Tessie Prentice <PrenticeT@milwaukieoregon.gov>
Subject: Fwd: traffic control device request

This Message originated outside your organization.

Hi Prentice,

Please see this email thread regarding the traffic control device request I submitted in 2015 and again followed up on in 2018. I never heard a word from the City about this.

Thank you,

Jamie

----- Forwarded message -----

From: **Wendy Marshall** <MarshallW@milwaukieoregon.gov>

Date: Wed, Jun 6, 2018 at 11:40 AM

Subject: RE: traffic control device request

To: Jamie June <jamiejune@gmail.com>, Milwaukie Engineering

<Engineering@milwaukieoregon.gov>

Thank you Jamie for being an involved citizen. I look forward to managing the City's traffic request program.

Thank you,

Wendy L Marshall, PE

Civil Engineer

office: 503.786.7694 fax: 503.774.8236

City of Milwaukie

6101 SE Johnson Creek Blvd • Milwaukie, OR 97206

 Please consider our environment before printing this email.

From: Jamie June [mailto:jamiejune@gmail.com]

Sent: Wednesday, June 06, 2018 11:33 AM

To: Milwaukie Engineering <Engineering@milwaukieoregon.gov>; Wendy Marshall

<MarshallW@milwaukieoregon.gov>

Subject: Re: traffic control device request

My sincere apologies, but here is the original request from 2015 referenced in the email I just forwarded to you.

Jamie

On Wed, Jun 6, 2018 at 11:24 AM, Jamie June <jamielune@gmail.com> wrote:

Hi again, Riley and Wendy,

Following up from the traffic control device request we just communicated about, I wanted to be sure you also saw this email I sent in 2015 about the same issue. It has been an ongoing problem for years. Thanks again or any guidance you can provide!

Unfortunately, none of the three houses we own in this neighborhood are on the list for sidewalk improvements. We lobbied for the passage of the SAFE fees with the Milwaukie City Council to make these improvements a reality, but don't think we will benefit from it as the plans currently stand.

Our hope is that we can get some sort of help to decrease vehicle speed and protect pedestrians.

Thanks again,

Jamie June

503-358-4343

----- Forwarded message -----

From: **Jamie June** <jamielune@gmail.com>

Date: Mon, Oct 12, 2015 at 10:29 AM

Subject: traffic control device request

To: engineering@milwaukieoregon.gov

Good morning,

I submitted a traffic control device request in April for intersections along SE 29th at Olsen, Malcolm and Boyd Streets. I spoke with someone in engineering at that time, who let me

know they would be conducting a survey of traffic at the locations. It's been about 6 months and I haven't heard anything back about the findings. Is an update available?

I am growing increasingly concerned due to the proposed code changes on 32nd, which, for the most part I am very in support of, but may increase vehicular traffic in the area. We continue to keep seeing markedly increased traffic on our street (Malcolm Street between 32nd and 29th), with vehicles traveling at high speed (25+ MPH) on a very narrow street, and absolutely no shoulders or sidewalks to walk on.

Our family owns two houses on the block, and we have nearly been struck several times even crossing Malcolm Street in the past few months. Vehicles traveling east/west just don't stop or slow for pedestrians, children or the elderly (of which we have both in our family).

While my primary request is a follow-up on the status of the traffic control device request, I am also wondering what the process is for paying for and requesting sidewalks on our street. If the findings from the review did not indicate that stop signs would be helpful in slowing halting traffic on these streets, perhaps there are other measures that may be considered to keep pedestrians safe?

Thank you very much,

Jamie June

2949 SE Malcolm Street
(formerly at 2940 SE Malcolm, when the request was filed)
503-358-4343

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This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd.**



ENGINEERING DEPARTMENT
6101 SE Johnson Creek Blvd
Milwaukie OR 97206

PHONE: 503-786-7606
FAX: 503-774-8236
E-MAIL: engineering@milwaukieoregon.gov

DATE: 5/15/2017

Traffic Control Device Request

APPLICANT:

(Please print or type)

| | | |
|---|--------------------------|--------------------------|
| Name: Jamie June | Work Phone: 503-223-5186 | Home Phone: 503-358-4343 |
| Address: 2949 SE Malcolm St. and 2940 SE Malcolm St. Milwaukie | | Zip: 97222 |
| Email: jamielune@gmail.com | | |

REQUEST:

| | |
|---|--|
| Type of device: 15 MPH speed limit signs | Location: on SE Malcolm St between 29th & 32nd |
| <p>Reason for request: We continue to have problems with excessive speed on our narrow residential street. We have tried to stop vehicles and have conversations with drivers about the need to slow down to the appropriate speed. However, we have been met with aggressive and angry drivers about the issue. Several pets have been killed by cars. We have elderly neighbors and children living on this street.</p> <p>We believe there is a misconception that the speed limit on our street is 25 MPH. Given the narrow roadway, requiring vehicles to pull over to pass one another, and the fact that we lack sidewalks, we believe our street is a designated 15 MPH zone under Oregon law.</p> <p>https://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/pages/speed_zone_program.aspx</p> <p>If this is the case, we would like to request 15 MPH traffic signs on SE Malcolm Street between 29th and 32nd to clear up this misunderstanding and give us something we can point to in our continued discussions with drivers.</p> <p>We own two homes, across the street from one another, in the middle of this long block. We would gladly give up street parking in front of our homes to accommodate the signs in the right of way.</p> | |

ATTACH A MAP OF THE LOCATION (if necessary)

OFFICE PROCESSING:

| | |
|--|-------|
| Accepted by: <i>JAS</i> by email 5/16/2017 | Date: |
| Initial response: | |
| Final disposition: | |
| Date applicant replied to: | |



12/17/2018

Jamie June
2949 & 2940 SE Malcolm St.
Milwaukie, Oregon, 97222

Subject: 15 mph speed limit signs at SE Malcolm St between 29th Ave and 32nd Ave

Dear Jamie June,

Thank you for your efforts to improve safety and livability within the City of Milwaukie.

The City of Milwaukie Engineering Department has finished reviewing the traffic control device that you requested. To evaluate the merit of changing the speed limit on SE Malcolm St from 25mph to 15mph, the Oregon Revised Statutes (ORS) were reviewed and the roadway width was measured. The roadway measures 17 ft near the intersection of SE 29th Ave, 31 ft near the intersection of SE 32nd Ave, and 18 ft at a point midblock.

Based on engineering judgement and the ORS posting the speed limit of SE Malcolm St between 29th and 32nd is not warranted due to the following:

1. The ORS reserves a 15mph maximum speed for roadways that are an alley or narrow residential roadways and 25mph for non-arterial roadways in a residence district (ORS 811.111).
2. A "narrow residential roadway" cannot measure greater than 18 feet wide at any point between two intersections or between an intersection and the end of the roadway (ORS 801.368).
3. In the past two years the Milwaukie Police Department has not recorded any speed related crash experiences on your block.

Although a speed zone is not warranted, the designated and posted speeds are not the final word in Oregon. The Oregon Department of Transportation (ODOT) advises, "...all travel on public streets and highways subject to the Basic Rule. The Basic Rule is both a safety valve and an acknowledgement that drivers are able to act independently, reasonably and with good judgment. The Rule states that a motorist must drive at a speed that is reasonable and prudent at all times by considering other traffic, road and weather conditions, dangers at intersections and any other conditions that affect safety and speed."

Drivers operating at unsafe speeds on your road are most likely unreasonable, imprudent, and have behavior that is only susceptible to correction through enforcement. I encourage you to contact the Milwaukie Police Department. They will be able to advise on how to best enforce the existing laws on your block.

City of Milwaukie Police
3200 SE Harrison St
Milwaukie, OR 97222
Non-Emergency Ph. 503-786-7500

Sincerely,

Dalton U. Vodden, EI
Associate Engineer



ENGINEERING DEPARTMENT
6101 SE Johnson Creek Blvd
Milwaukie OR 97206

PHONE: 503-786-7606
FAX: 503-774-8236
E-MAIL: engineering@milwaukieoregon.gov

Traffic Control Device Request

APPLICANT:

(Please print or type)

| | | |
|----------|-------------|-------------|
| Name: | Work Phone: | Home Phone: |
| Address: | | Zip: |

REQUEST:

| | |
|--|---|
| Type of device: Stop sign | Location: SE 29th @ Olsen, Malcolm & Boyd |
| <p>Reason for request:</p> <p>Request:</p> <ol style="list-style-type: none">1) Stop signs on Malcolm Street for East/West traffic at 29th.2) Stop signs on Olsen Street for East/West traffic at 29th3) Stop signs on Boyd Street for East/West traffic at 29th <p>The newly installed stop signs on Roswell Street at 29th have been a huge success in slowing down the traffic in the neighborhood. That particular crossing feels very safe now. Thank you! We would like to see this replicated at several additional intersections on SE 29th to increase pedestrian and bicycle safety, slow traffic, and reduce potential collisions.</p> <p>Vehicles travelling at 15-25 MPH+ heading East/West on Olsen, Malcolm and Boyd Streets create dangerous intersections for those travelling in all directions at 29th. All of these intersections are unprotected, aside from a yield sign at Boyd. We have experienced several dangerous near-collisions at these intersections over the past few months. Residents and visitors coming and going from the 2700 and 2800 blocks of Malcolm Street travelling East/West, in particular, frequently speed through the intersection at 29th without even slowing down. It's just a matter of time before someone is hurt.</p> <p>SE 29th has become a popular bicycle thoroughfare, in part, due the city-supported designated bike path signs and encouraging cyclists to stay off of 32nd. There are also countless young children playing daily on the two blocks of SE 29th between Olsen Street and Boyd Street. We have about 20 children between the ages of 2-12 within a 2 block radius of the 29th and Malcolm intersection. As Milwaukie continues to be welcoming and encouraging of bicycling and young families continue to populate the neighborhood, the lack of infrastructure, such as sidewalks, crosswalks, and traffic signals, is troubling.</p> <p>Thank you!</p> | |

ATTACH A MAP OF THE LOCATION (if necessary)

OFFICE PROCESSING:

| | |
|----------------------------|-------|
| Accepted by: | Date: |
| Initial response: | |
| Final disposition: | |
| Date applicant replied to: | |

SUBMIT

RESET

RS257

TrafficControlDeviceRequest AF.docx—Rev. 7/17/13 (3/25/14 for AcroForm)

From: [Jacob Sherman](#)
To: [OCR](#)
Cc: [Jay Panagos](#); [AJC Board](#); [Elvis Clark](#); [Luke Johnson](#); [Matt at Mountain Soles](#); [Jamie June](#)
Subject: Fwd: Milwaukie City Council Meeting on Feb 6th and 29th Avenue Greenway
Date: Thursday, February 29, 2024 8:19:23 PM
Attachments: [image001.png](#)

This Message originated outside your organization.

Hi Scott,

I'm assuming you may already be planning to do this, but I'm reaching out to request that the email chain below be included in the record for the March 5th Special Report on the 29th Avenue Neighborhood Greenway. Thank you.

Best wishes,
Jacob Sherman

jdbsherman@gmail.com | Cell: 971-570-7167

----- Forwarded message -----

From: **Jacob Sherman** <jdbsherman@gmail.com>
Date: Wed, Feb 14, 2024 at 10:34 PM
Subject: Re: Milwaukie City Council Meeting on Feb 6th and 29th Avenue Greenway
To: Tessie Prentice <PrenticeT@milwaukieoregon.gov>, <garbelyj@milwaukieoregon.gov>, <TolentinoJ@milwaukieoregon.gov>
Cc: Luke Johnson <luke.warrenjohnson@gmail.com>, Ann Ober <OberA@milwaukieoregon.gov>, Lisa Batey <BateyL@milwaukieoregon.gov>, Elvis Clark <eclarkmilwor@yahoo.com>, Jamie June <jamiejune@gmail.com>, artislife_98@yahoo.com <artislife_98@yahoo.com>, ronellecoburn@gmail.com <ronellecoburn@gmail.com>, emanderhollyfield@gmail.com <emanderhollyfield@gmail.com>, adrienne.schaefer@gmail.com <adrienne.schaefer@gmail.com>, sgrunseth@gmail.com <sgrunseth@gmail.com>, Milwaukie Safe <milwaukiesafe@milwaukieoregon.gov>, OCR <OCR@milwaukieoregon.gov>, Adam Khosroabadi <KhosroabadiA@milwaukieoregon.gov>, Robert Massey <MasseyR@milwaukieoregon.gov>, Rebecca Stavenjord <StavenjordR@milwaukieoregon.gov>, Lisa Gunion-Rinker <astrantialgr@gmail.com>, Chris Holle-Bailey <chrisinardenwald@gmail.com>, Erin Jansen <ejansen513@gmail.com>, Travis Tomlinson <travis.tomlinson@gmail.com>, Jay Panagos <jaypanagos64@gmail.com>, <sagorE@milwaukieoregon.gov>, charlesbird@juno.com <charlesbird@juno.com>, pamdenham@gmail.com <pamdenham@gmail.com>, Joseph Edge <joseph.edge@gmail.com>, <sarah@thestreettrust.org>, William Anderson <williamvanderson3@gmail.com>, <abmas@milwaukieoregon.gov>, Matt at Mountain Soles <mtnsoles@hotmail.com>, gregory baartz-bowman <baartzbowman@yahoo.com>, BEATRICE MACLEOD <burlycleod@comcast.net>, Daniel Hunt <danielhunt11@gmail.com>, Danielle Frandina <daniellefrandina@gmail.com>, Laura Weigel <WeigelL@milwaukieoregon.gov>

Hi all,

Tessie, it's my understanding that you're finishing up your last week working at the City of Milwaukie, so I'm looping in a few others from the Engineering department so we can continue the conversation with staff who will be present on March 5th. Thanks for your service to the Milwaukie community! I'm looking forward to seeing Ardenwald North when it's completed -- hopefully with stop signs at 29th and Van Water to make it safer for everyone! I'm also looping in some others who I believe are interested in the topic of greenway safety.

I wanted to respond to a few points from your earlier emails to myself and others:

1. 29th Ave Neighborhood Greenway Technical Memo Recommendations: You're right, Kittleson is a well-respected transportation planning firm. I've had the chance to work with Wayne and his team before on some projects and I know they do a thorough job. That said, I find it problematic that Milwaukie's Engineering Department continues to rely on a simple summary statement from the [technical memo](#), rather than dig into the details. Some additional detailed items worth noting from the 2022 report include:

Based on the overall assessment, there is no indication or technical data that would indicate that there is an immediate need for changes to the corridor nor to any intersections. Instead, the assessment identified a number of considerations that can be evaluated by the City overtime as funding and/or opportunities to partner with ongoing maintenance activities and/or other capital projects occur. (p.7, my underline added)

This statement was from 2022 and in the absence of near crashes that both Mr. Johnson and Mr. Silverman shared testimony on.

In the memo, the Kittleson team then presents a list of "lower cost options" including:

- *General maintenance and trimming of vegetation within the corridor, especially within 155 feet of intersections and at least 50 feet of road signs.*
- *Consider implementing 20 mile per hour speed limits and associated signage along SE 29th Avenue as supported by the 85th percentile speed.*
- *Install additional shared lane markings immediately after each intersection along SE 29th Avenue and spaced at intervals not greater than 250 feet thereafter (per the Manual of Uniform Traffic Control Devices Section 9C.07), to increase the awareness of the corridor as a "share the road" environment.*
- *Install stop signs at east and west approaches for intersections within the corridor and/or consider all-way stop-control at SE Van Water Street or SE Roswell Street if through traffic volumes along SE 29th Avenue increases to beyond the "desirable" local street volume of 1,500 vehicles per day and/or crash data trends indicates a need to do this.*
- *If crash trends emerge related to sight distance challenges at intersections, consider stop control signage as described above, and/or vegetation maintenance to promote pedestrian, bike, and vehicle visibility.*

(see p. 8, underline added)

As noted above, the Kittleson team recommended installing stop signs at east and west

approaches on the corridor. It's a clear recommendation. Put another way, they also don't say the City should not install stop signs.

In my opinion, Kittleson recommends this because it would be consistent with recommendations on "[Minor Street Crossings](#)" from NACTO's Urban Bikeway Design Guide, which states that "bicycle boulevards should have right-of-way priority and reduce or minimize delay by limiting the number of stop signs along the route." NACTO continues, "On bicycle boulevards this pattern should be altered to remove stop signs on the bikeway and reorient them towards intersecting local streets. This provides clarity at the intersections, while creating a more continuous flow of bicycle travel." These are just summary statements and there's more info in the attached links.

The Kittleson recommendation is also consistent with the State of Oregon's [Bicycle and Pedestrian Design Guide](#) (2024). It's worth noting on p. 62 of the previously linked PDF, the Oregon Department of Transportation states that "a successful bicycle boulevard project (a.k.a. neighborhood greenway) requires: [...] 3. Turning stop signs towards intersecting streets, so bicyclists can ride with few interruptions" (emphasis from the original). The ODOT Bicycle and Pedestrian Design Guide also states "Traffic controls limit conflicts between motorists and bicyclists and give priority to through bicyclist movement" (underline added) and shows diagrams about how stop signs can be turned to "favor through movement on the bike boulevard." Likewise, these are just some high points and there's more details at the links.

This is what myself and other residents from Ardenwald are calling for. It's plain and simple. It's also what the more than 130 residents and visitors urged the City to do when they signed a petition that was submitted to the Planning Department as part of the 2023 TSP update. If you'd like to see that petition, please connect with Planning Manager Weigel (cc'd).

Given this, I'm urging the City Council to direct the City Manager, the City Engineer, and the Engineering Department to follow NACTO and ODOT neighborhood greenway design guidelines and install traffic controls that give clear rights-of-way to users on the neighborhood greenways around the city.

Further, if the City Manager, City Engineer, and/or Engineering Department do not feel like they can follow NACTO, ODOT, and Kittleson recommendations based on their professional engineering judgement, then I would ask City Council to demand an answer in writing that outlines reasons why at each site, explains how that reason still aligns with and advances adopted Comprehensive Plan and TSP policies, and would ask that rationale is shared transparently with the public. After all, Kittleson and Associates specifically did not say there should not be stop signs; instead they said it was a cost issue. Further, people with local knowledge feel unsafe, as has been reported to the City. And, finally as a community, we've established bold goals in our Comprehensive Plan and Transportation System Plan and to see those goals not implemented due to opaque, bureaucratic reasons is frustrating to members of the public.

Aside 1: As esteemed as they may be, both the Kittleson team and the Milwaukie project team are incorrect about the yield sign in the report. It's not located at Malcolm Street. It's on Boyd Street.

Aside 2: It's worth noting the 85th percentile speeds on the east and west approaches at Boyd Street are noticeably higher than the speeds at all the other uncontrolled intersections (see p.

185). While I am not a PE, my local knowledge suggests this is due to the yield sign placed at Boyd that prioritizes east and west auto traffic over north and south bike-ped traffic on the neighborhood greenway. I'm not sure why this traffic control was put in place, or remains in place, especially since it runs contrary to adopted TSP policy and neighborhood greenway best practices noted above. If it's due to the laurel hedge that may obstruct views, the City may want to consider using its authorities to ensure clear vision at the intersection, rather than slowing or stopping north-south movement on the neighborhood greenway.

2. Funding Exists to Implement the 29th Avenue Neighborhood Greenway

Recommendations: As noted in the memo, Kittleson and Associates recommends stop signs at east and west approaches "overtime when funding... occur"[sic]. The good news is that there is funding available!!! City Manager Ober shared with some residents recently that there is nearly \$350,000 in funding in the SAFE SPOT account, which is meant for quick, spot safety improvements around the city. This is a big increase from the nearly \$200,000 that was in the account when myself and others were advocating for stop signs on the 29th Avenue Greenway back in 2022. At that time, the City didn't have a plan to spend those funds, and it appears to be similar today. While I very much support active transportation improvements, I must say that if the City can't spend these SAFE SPOT funds then I'm of the opinion that City Council may want to consider reductions to the SAFE fee. It seems problematic to collect a fee that's not being spent. However, rather than that, I'd like to see these funds spent so **I'm urging the City Council to direct the City Manager, the City Engineer, and the Engineering Department to use SAFE SPOT funds to implement recommendations from Kittleson and Associates' Technical Memo and install stop signs on east and west approaches to the 29th Avenue Greenway and other neighborhood greenways around the city that are currently lacking such treatments.**

3. The City Is Not Consistent with Neighborhood Greenway Implementation and Should Be: In your email from 10:54am today, you noted that the adopted Transportation System Plan (page 6-7) identifies the five levels of greenways based on treatment type.

These are:

- Level 1: Signage (e.g., wayfinding and warning signs along and approaching the neighborhood greenway).
- Level 2: Pavement markings (e.g., directional pavement markings, shared lane markings).
- Level 3: Intersection treatments (e.g., signalization, curb extensions, refuge islands).
- Level 4: Traffic calming (e.g., speed humps, mini traffic circles).
- Level 5: Traffic diversion (e.g., choker entrances, traffic diverters).

You then share helpful information about our currently designated greenways, outlining what level of treatment type is implemented on which greenway. Thank you for sharing that information. However, one important item to note in the TSP is that the Level 1: Signage treatment provides clear examples for that treatment type. As detailed above, it's "wayfinding and warning signs along and approaching the neighborhood greenway" (underline added for emphasis). It's an "and," not an "or."

While all neighborhood greenways in Milwaukie technically have some Level 1 "signage," the only uniform signage across every greenway is "wayfinding"

signage. I know this because my kids and I have personally inventoried the stop signs on all the neighborhood greenways in the city, which I shared with Mayor Batey, City Council, and the City Recorder at the Feb. 6th City Council hearing. I'm assuming you may have a GIS layer of these assets on hand, but I'm happy to provide the Engineering Department with a physical copy of my map, if you'd like.

While other greenways have stop signs to warn drivers they are approaching the greenway, these kinds of Level 1 warning signs are almost entirely lacking along both the 29th Avenue and the 19th and Sparrow Neighborhood Greenways. Based on my familiarity with the TSP as chair of the Planning Commission, I don't believe the TSP differentiates that greenways on local service streets should only get wayfinding signs, while greenways on streets with higher classifications should get additional signage. I don't think that's what community members and elected officials intended. The TSP says neighborhood greenways should get both "wayfinding and warning signs along and approaching the neighborhood greenway" (e.g. stop signs, etc.). Yet, unfortunately, that's how the Engineering Department has appeared to implement TSP policy to date. Not only does this appear to run contrary to the City's existing policy, but as you might suspect I would point out, it also conflicts with national best practice and the City's consultant report.

As such, I'm urging the City Council to direct the City Manager, the City Engineer, and the Engineering Department to be consistent in applying Transportation System Plan Level 1: Signage Treatments to all Neighborhood Greenways in Milwaukie.

Further, if the City Manager, City Engineer, and/or Engineering Department do not feel like they can be consistent across the city for Level 1 Signage treatments, then I would ask City Council to demand an answer in writing that outlines reasons why, explains how that reason still aligns with and advances our adopted policies, and would ask that rationale is shared transparently with the public. After all, community expectations were set for Neighborhood Greenways during previous TSP processes, and if city staff are not going to implement adopted policy and national best practices then taxpayers deserve to know why.

Finally, I would like to close with an observation that I think is worth noting for Mayor Batey and the rest of City Council. As longtime advocates like Matt and Greg can attest, residents around Milwaukie, including those living on and near the 29th Avenue Neighborhood Greenway, have been asking for bike improvements for over a decade so the City can realize its vision. This is both out of basic safety, as well as knowing these greenways are special places to walk, bike, get to work, recreate, bump into neighbors you know, and build community with neighbors you may meet along the way. In many ways, it's not about some high-minded abstract policy, it's about these little things that matter. These things that make us human, trying to live in community. I know this isn't just an Ardenwald thing, but imagine the same is true for residents from Island Station to Lewelling too.

I share this to point out that, over that time, the City has invested significant staff time and resources in reports to look at greenways, including in [2016](#) and [2022](#)ity. We continue to spend taxpayer resources today to even talk about this. As the Mayor Batey and City Council

knows, the reality is the kinds of improvements residents are asking for are literal budget dust in the City's overall budget. The City could install stop signs in Ardenwald and Island Station and add sharrows and those fancy street sign toppers Tessie pointed out across the city and still have funds in the SAFE SPOT account. And they're the kind of improvements the City actually has a funding stream to pay for. And that the City has policy and national best practice to justify. And the kind that residents support.

I know that I speak for a lot of Milwaukieans in saying that I hope that at City Council on March 5th, 2024, we can stop talking about this and **FINALLY** take some action. **I hope this Council will be the one remembered by residents for FINALLY delivering on some of these promises to the community.**

Thank you for your time. I hope you have a good night.

Best wishes,
Jacob Sherman

P.S. Scott, if Councilor Abma's email isn't set up yet, will you please make sure he gets this? Also, can you please include this entire correspondence in the record for the March 5th City Council meeting? Thank you!

jdbsherman@gmail.com | Cell: 971-570-7167

On Wed, Feb 14, 2024 at 4:47 PM Tessie Prentice <PrenticeT@milwaukieoregon.gov> wrote:

Hi Luke,

Thank you for your email. My comments to your questions are below in **green**.

Thanks,

Tessie Prentice, RLA, PE

Civil Engineer / Landscape Architect

City of Milwaukie

503.786.7548

10501 SE Main Street • Milwaukie, OR 97222

From: Luke Johnson <luke.warrenjohnson@gmail.com>
Sent: Wednesday, February 14, 2024 3:06 PM
To: Tessie Prentice <PrenticeT@milwaukieoregon.gov>; Ann Ober <OberA@milwaukieoregon.gov>; Lisa Batey <BateyL@milwaukieoregon.gov>
Cc: Elvis Clark <eclarkmilwor@yahoo.com>; Jacob Sherman <jdbsherman@gmail.com>; Jamie June <jamiejune@gmail.com>; artislife_98@yahoo.com; ronellecoburn@gmail.com; emanderhollyfield@gmail.com; adrianne.schaefer@gmail.com; sgrunseth@gmail.com; Milwaukie Safe <milwaukiesafe@milwaukieoregon.gov>; OCR <OCR@milwaukieoregon.gov>; Adam Khosroabadi <KhosroabadiA@milwaukieoregon.gov>; Robert Massey <MasseyR@milwaukieoregon.gov>; Rebecca Stavenjord <StavenjordR@milwaukieoregon.gov>; Lisa Gunion-Rinker <astrantialgr@gmail.com>; Chris Holle-Bailey <chrisinardenwald@gmail.com>; Erin Jansen <ejansen513@gmail.com>; Travis Tomlinson <travis.tomlinson@gmail.com>; Jay Panagos <jaypanagos64@gmail.com>
Subject: Re: Milwaukie City Council Meeting on Feb 6th and 29th Avenue Greenway

This Message originated outside your organization.

Hello Tessie,

Thank you for your multiple and detailed responses. They demonstrate the dedication to and expertise in your role at the City serving our community! Thank you!

Your responses will likely elicit many comments and questions from our community members (including many more from myself). I imagine this conversation will be ongoing for some time, as it has for more than 10 years already. Three points:

1. Your earlier suggestion to soon use SPOT funds and pay a consultant to evaluate the need of Roswell/29th stop signs is concerning. Your message contradicts a recent message from Ann Ober (cc'd) that the SPOT funds are scarce (\$350k) and there are many pedestrian safety priorities that would likely be higher priority than improving greenway safety. Ann gave an example of 37th/Harrison intersection where a drunk driver recently flipped a car over. If this complicated 29th/Roswell stop sign study is higher priority than either a) treatments that improve pedestrian safety or b) studies of well documented accident-producing areas (like 37th/Harrison), Can the folks overseeing SPOT funds to re-evaluate prioritization criteria? This was a statement that the funds could be used for traffic studies. Traffic studies range in cost from several thousand dollars up to tens of thousands of dollars with the cost of the study being relative to the complexity of the study scope. My understanding from the original request was that the funds should be used only on signage or other infrastructure improvements. I think it's important to evaluate all the potential elements the funds could be directed towards. In addition to construction improvements, traffic studies at key locations are important and can determine if the funds are being

efficiently spent or subject to failure due to poor planning. But that prioritization criteria is not being set by me, this is just a discussion item subject to denial by the people setting the prioritization.

2. You suggest that we (the community) should focus our time and energy educating local drivers in the neighborhood to focus on their driving skills. Do you have any suggestions on an effective strategy? I have heard that people receiving traffic citations can reduce their fine by attending a driver refresher course. I do not have the details regarding information on this class but others might have more specifics. Another option is bicycle rider classes. Some of this information was presented in the Alta report on the Lewelling Elementary SRTS study and was directed more for students at that elementary school but is a good starting point for bike safety classes. There is also a potential that an outside consultant could be hired to give presentations or provide videos regarding active transportation and safety for all road users. I have attended several lunch-and-learn style presentations about this topic which might be too technical for a general audience, but there may be some that are better tailored to this situation. I can't say there is any single strategy that is best because there are a variety of different road users so there should be a variety of strategies that can be utilized.

3. This conversation has been focused largely on the installation of stop signs and I think it misses the broader question we are asking: How do we improve SE 29th as a Dedicated Greenway in which drivers and pedestrians change their behavior to recognize this street as a pedestrian through-way? - I think all of us are open to treatments other than stop signs, such as E-W signs that say "Approaching Greenway", "Hill and Pedestrian Crossing Ahead", or road markings that say "Yield", "Slow" etc. Or maybe it's not signage, maybe it's other behavior changing treatments that the city can take leadership on. I completely agree with the suggestion of other signage elements. One of my thoughts was to add a sign-topper along all the street signs that denote the street as "Greenway". Island Station has a sign topper representing their NDA that shows this idea (see below). There also may be similar signage along some of the designated greenways in Portland.



The "Approaching Greenway" would also help inform drivers as they approach the greenway. The "yield" is a regulatory sign and is not recommended based on the Technical

Memo.

I'll admit that it's been a little bit since I drove around this area and the Google Street View is from 2014, so I can't confirm the sharrow placements, but sharrows could be placed on 29th Avenue along the north and south leg of each intersection. I think this might be the current placement already, but if it is not it should be.

Part of the design along Ardenwald North is to use low profile curbs to visually reduce the street width, and actually reduce the width along some portions. The project will also install bark areas or grass areas around each intersection instead of gravel. City code does not allow parking on grass or bark but is permitted on gravel. By eliminating the graveled street corners to other material, code compliance can then be called. Although the state specifies distances from intersections where parking is not allowed for site visibility down the street, there is a conflict between state and city regulations. By changing the material, it allows for parking enforcement to issue warnings and/or citations. Vegetation pruning around street corners and driveways to meet city code is also important to improve visibility.

Additional elements could be used, but most of the recommendations in the TSP are related to speeding vehicles. The study showed that speed was not the main issue along 29th Avenue, but rather it's an issue with users not properly yielding to the first one at the intersection or to the driver on the right when both arrive simultaneously. Vegetation and parked cars are the main two obstructions to visibility along 29th Avenue.

I appreciate you and your efforts here, Tessie.

I also want to acknowledge that time is scarce for all of us. Though I very much want to improve pedestrian safety on SE 29th and Greenways throughout Milwaukie, I have limited time to do so. To avoid having redundant conversations in the future, I would like to know: are you representing the City's official position and decisions on these issues? If not, who else at the City should we be communicating with? My response was as the project manager for the Ardenwald North Improvements Project and the staff person that procured the 29th Avenue Greenway study. Regarding the Traffic Request Form that I submitted on behalf of the residents to add stop signs at Van Water Street and additional stop signs at Roswell Street, the request was denied for the reasons listed in the Technical Memo. There were three additional intersections along 29th Avenue that had a Traffic Request Form submitted asking for signs placed at these intersections. This request was also denied based on the Technical Memo.

There is a city staff person in the engineering department that processes each traffic control device request, but I am not that person. The request review follows MUTCD standards for determining if a sign is warranted. If it is determined the sign is not warranted, the request is denied. If it is determined to be warranted, it continues through a multi-step review process

through different departments in the city. Based on the other department reviews and comments, a final decision is made. When a traffic regulation is approved by all departments, it is presented to the City Manager for signature based on authorization granted by city council. The same process is used to repeal a prior traffic regulation when circumstances change.

I'm not sure what communications you are referencing, unless it's the alternative safety solutions. Any alternative safety solutions should be presented to the NDA and/or to members of PSAC. Some of the solutions, such as removing the gravel at intersection corners and replacing with bark dust/grass would be something an individual property owner could complete as the person responsible for maintenance between the edge of asphalt and property line. Anything more substantial than a basic material change would need a right-of-way permit, but homeowners can call, email, or stop by City Hall during counter hours (8 AM to 1 PM, M-Th) to check if a permit would be needed if there is any question if it applied to the proposed work.

The need for a permit can apply to tree pruning also. Some pruning is allowed without a permit, but a tree permit would be needed for major pruning or removal. The city webpage has more information regarding what's allowed and when a permit is needed and there is contact information to ask the question directly. Tree Permits are managed from the Johnson Creek Building, but the counter hours are the same.

If there is a public meeting for the TSP update, you should also plan to attend the event/events. This will allow you to see what is being proposed and offer comments that could improve the greenway portion of the TSP and the 29th Avenue area specifically.

There will be a discussion about the 29th Avenue Greenway with city council at a March meeting. See the city website for the agenda and time but it's currently scheduled for March 5 at 6:40 PM.

Thanks,

Luke Johnson

612-418-4984

On Wed, Feb 14, 2024 at 12:51 PM Tessie Prentice <PrenticeT@milwaukieoregon.gov> wrote:

Hi Elvis,

I must admit that I am confused.

Kittelson and Associates is one of the top transportation engineering firms in the firms. Projects from Kittelson & Associates include transportation planning, operations, design and research. The company is involved with the Transportation Research Board, their research is published in national Cooperation Highway Research Program (NCHRP) reports, they consult on long range transportation plans for multiple jurisdictions, they are involved with the National Association of City Transportation Officials (NACTO) and were part of the team that developed the [Urban Bikeway Design Guide](#).

Kittelson and Associates was the firm that wrote the 189 page technical report regarding the 29th Avenue Greenway. There was a half page summary stating that no stop signs are needed along 29th Avenue. The remaining portions of the document states all the information gathered regarding the existing and future proposed conditions along this corridor plus the supporting data for the findings.

The city had Bikeway Signage Plan from 2009 and the signage was installed sometime in early 2010 based on photos dated January 29, 2010. In November of 2022, shared road pavement markings (sharrows) were installed on Balfour Street between 29th Avenue and 29th Avenue, at each block along 29th Avenue between Balfour Street and Van Water Street, then on the east portion of Van Water Street.

29th Avenue is a stretch of roadway that connects eight local streets to a collector street on the east, has two streets that loop around and reconnect to 29th Avenue, and six dead-end streets to the west. The traffic along 29th Avenue is comprised of residents of the neighborhood; family, friends, and visitors to those residents; and delivery drivers that include USPS, UPS, Fed-Ex, Amazon, and Uber-style/Grub-Hub-style transport. The largest percentage of drivers in this area are people that live there because this is not a through-street. These drivers should already know that they are approaching a bicycle and pedestrian corridor.

What your are suggesting is that people from all over the greater Portland Metro area are

crossing 29th Avenue at the eight different intersection to get to the 216 tax lots only accessible by this route. That none of these drivers took the written and driving portion of the motor vehicle exam that tested them on how to navigate an unmarked intersection in a residential neighborhood, or if they took the passed these exams that they would not remember the safe crossing methods at these unmarked intersections but respect the need to obey a posted stop sign. And you are suggesting that you know and understand the transportation engineering better than the entire staff at Kittelson and Associates.

What about this idea: Respect that the 29th Avenue Greenway report was team that evaluated and wrote the technical report have spent their professional career researching and understanding all the intricates needs of transportation engineering, they are at the forefront of research in the field of active transportation and increasing traffic safety, that members of the staff are well-respected experts in the field of transportation.

Please show some flexibility that the city has listened to your concerns and completed a study of the entire situation by an reputable transportation engineering firm regarding these concerns. The study did not say your concerns are not valid, it said that stop signs are not the answer to the problem. The issue is bad drivers. Please focus your time and energy on educating the local drivers in the neighborhood to focus on their driving skill. The drivers are looking, but not actually seeing the other users around them. This lack of situational awareness is what results in near-miss situations along the corridor.

Tessie Prentice, RLA, PE

Civil Engineer / Landscape Architect

City of Milwaukie

503.786.7548

10501 SE Main Street • Milwaukie, OR 97222

From: Elvis Clark <eclarkmilwor@yahoo.com>

Sent: Wednesday, February 14, 2024 11:26 AM

To: Jacob Sherman <jdbsherman@gmail.com>; Jamie June <jamiejune@gmail.com>;
Tessie Prentice <PrenticeT@milwaukieoregon.gov>

Cc: artislife_98@yahoo.com; ronellecoburn@gmail.com; emanderhollyfield@gmail.com;
adrienne.schaefer@gmail.com; sgrunseth@gmail.com; Milwaukie Safe
<milwaukiesafe@milwaukieoregon.gov>; OCR <OCR@milwaukieoregon.gov>; Adam
Khosroabadi <KhosroabadiA@milwaukieoregon.gov>; Robert Massey
<MasseyR@milwaukieoregon.gov>; Rebecca Stavenjord
<StavenjordR@milwaukieoregon.gov>; Lisa Batey <BateyL@milwaukieoregon.gov>;
Lisa Gunion-Rinker <astrantialgr@gmail.com>; Chris Holle-Bailey
<chrisinardenwald@gmail.com>; Erin Jansen <ejansen513@gmail.com>; Travis
Tomlinson <travis.tomlinson@gmail.com>; Jay Panagos <jaypanagos64@gmail.com>;

Luke Johnson <luke.warrenjohnson@gmail.com>

Subject: Re: Milwaukie City Council Meeting on Feb 6th and 29th Avenue Greenway

This Message originated outside your organization.

Tess-

The key thing, for me, is there is no signage at all on the West Bound traffic intersecting 29th Avenue in Ardenwald (with the exception of Roswell). We need signage to warn drivers that they are approaching a bicycle and pedestrian corridor. This is listed in your manual recitation.

What about this idea: Put temporary stop signs up at the westside cross streets so that we can have some actual data on their effectiveness or ineffectiveness for the 29th Greenway - at reducing the near misses that are happening between vehicles and bicyclists? This will also buy time for PSAC to develop a list of signage projects and types for the City as is planned for later this year.

Please show us some flexibility on this issue.

Sincerely,

Elvis Clark

PSAC rep for Ardenwald NDA

Sent from Yahoo Mail. [Get the app](#)

On Wednesday, February 14, 2024 at 10:54:35 AM PST, Tessie Prentice
<prenticet@milwaukieoregon.gov> wrote:

Hi Jacob,

Thank you for your email. My understanding is that Ann Ober will be submitting a Staff Report that will address the concerns about stop signs along other greenways within Milwaukie city limits, but I will address some of it in this email.

For your first item about Chapter 6 in the currently adopted Transportation System Plan (TSP) regarding neighborhood greenway design:

- The TSP identifies five functional classifications for streets and gives information in Table 8-1:
 - Regional Routes: 20,000 total vehicles per day and typically 4 or more lanes
 - Arterials: 10,000 total vehicles per day and typically 3 or more lanes
 - Collectors: 5,000 to 10,000 total vehicles per day and typically 2 to 3 lanes
 - Neighborhood Routes: 1,500 to 5,000 total vehicles per day and typically 2 lanes
 - Local Streets: less than 1,500 total vehicles per day and typically 2 lanes
- TSP page 6-6 notes that Neighborhood Greenways generally utilize “streets with lower traffic volumes and vehicle speeds, such as minor collectors or local streets that pass through residential neighborhoods.”
- TSP page 6-7 identifies the five levels of greenways based on treatment type:
 - **Level 1: Signage** (e.g., wayfinding and warning signs along and approaching the neighborhood greenway).
 - **Level 2: Pavement markings** (e.g., directional pavement markings, shared lane markings).
 - **Level 3: Intersection treatments** (e.g., signalization, curb extensions, refuge islands).
 - **Level 4: Traffic calming** (e.g., speed humps, mini traffic circles).
 - **Level 5: Traffic diversion** (e.g., choker entrances, traffic diverters).
- Based on the above information, it can be noted that there is not a single best practice for neighborhood greenway design for Milwaukie’s designated greenways, but rather a variety of best practices for the ten different types of greenways in Milwaukie. These would be Level 1 through Level 5 for greenways on minor collectors designated streets and Level 1 through Level 5 for greenways on residential streets.
- It should also be noted that the designated greenways in Milwaukie are not exclusively located on minor collector and local streets. They are also located on collector streets and arterial streets. This results in twenty different types of greenway designs for best practice design.
- To complicate this further, the greenways in Milwaukie have multiple street classifications and varying levels of treatment. Below is the summary for Milwaukie’s currently designated greenways:

st

- Monroe Street Neighborhood Greenway – 21 Ave to Hwy 224
 - o Functional Classification: Collector
 - Level 1: Signage
 - Level 4: Traffic calming (median island)
- Monroe Street Neighborhood Greenway – Hwy 224 to 42nd Ave
 - o Functional Classification: Collector
 - Level 1: Signage
 - Level 2: Pavement marking
 - Level 4: Traffic calming (median curbs)
- Monroe Street Neighborhood Greenway – 42nd Ave to Linwood Ave
 - o Functional Classification: Collector
 - Level 1: Signage
 - Level 4: Traffic calming (curvilinear street)
 - Level 5: Traffic diversion
- 29th/Harvey/40th Neighborhood Greenway – Springwater Trail to Monroe St
 - o Functional Classification: 29th Ave is Local, Harvey St and 40th Ave are Neighborhood Routes
 - Level 1: Signage
 - Level 2: Pavement marking
- Stanley Ave Neighborhood Greenway - Springwater Trail to King Rd
 - o Functional Classification: Collector
 - Level 1: Signage
- Stanley Ave Neighborhood Greenway - King Rd to Railroad Ave
 - o Functional Classification: Collector
 - Level 1: Signage
 - Level 4: Traffic calming (offset intersections)
- 19th and Sparrow Neighborhood Greenway – Eagle St to River Rd
 - o Functional Classification: 19th Ave and part of Sparrow St are Local,

part of Sparrow St is Arterial

- Level 1: Signage
- Level 2: Pavement marking (arterial portion)
- Level 3: Intersection treatments (arterial portion)
- Level 5 Traffic diversion (choker entrance, arterial portion)

Based on your email, you are comparing greenways on streets classified as collectors to a section of the 29th/Harvey/40th Neighborhood Greenway located on the section with a classification as a local street. This is not a comparison between equal items.

For your second item, you correctly understood that there has been a citizen request received to re-evaluate the intersection at the intersection of 29th Avenue and Roswell Street to determine if the stop signs are creating an un-safe intersection. There is a misconception that adding traffic signs will create a safer environment but there is over thirty years of research and case studies to show that inappropriately placed signs can be as dangerous or more dangerous than no signage.

A key example of this situation can be seen along Main Street in Downtown Milwaukie. Each intersection between Harrison Street and Washington Street is marked as a 4-way stop intersection. If you call the Milwaukie Police Department about this stretch of street, you will be informed that Main Street is one of the most dangerous within the city with the intersection of Harrison Street and Main Street being the worst intersection for crashes. I haven't reviewed the crash reports for this area, but I have talked with MPD about my multiple near-miss accidents over the past several years and finally stopped reporting mine because they occurred so frequently. The MPD knows this is a problematic street for all road users and it was recommended that I select a different route on my bike commute to work. Not the answer I wanted, but it's the truth.

To my knowledge, there has not been a traffic study conducted recently to determine if all the stop signs at each intersection in downtown Milwaukie is warranted. One of the officer's suggestion for the high rate of crashes at Harrison Street and Main Street was that drivers west bound on Harrison Street stopped at the intersection of Harrison Street and 21st Avenue, they see the green light at the intersection of Harrison Street and McLoughlin Boulevard and just didn't notice that they drove straight through a stop sign. This is a reasonable explanation, but my most recent near miss involved a vehicle turning right off Harrison Street onto north bound Main Street. I was able to avoid the collision by moving into the on-coming lane of travel because luckily it had no vehicle occupying that space. The driver stopped and apologized with the explanation that I just wasn't seen. The driver was terribly shaken by how close the we were to colliding, but I have had much closer instances of a near-miss accident along that portion of roadway. The only reason I remember it was because it was because this occurred the morning of the City Council meeting in which stop signs were being requested as a safety improvement along 29th Avenue. The irony of a near collision after we both stopped correctly at our respective stop signs and each proceeded on our routes was not lost on me.

Perhaps the Engineering Department could also conduct a study of the stop signs within the downtown area. I think stop signs are warranted, but it might be determined that only a two-way stop is needed with the signs posted along Main Street. I'm sure MPD would be interested to see the data from that study so they can share it with residents when they call to report their near-misses while driving, biking, or walking in downtown.

Thanks,

Tessie Prentice, RLA, PE

Civil Engineer / Landscape Architect

City of Milwaukie

503.786.7548

10501 SE Main Street • Milwaukie, OR 97222

From: Jacob Sherman <jdbsherman@gmail.com>

Sent: Tuesday, February 13, 2024 6:56 PM

To: Jamie June <jamiejune@gmail.com>; Tessie Prentice <PrenticeT@milwaukieoregon.gov>

Cc: artislife_98@yahoo.com; ronellecoburn@gmail.com; emanderhollyfield@gmail.com; adrienne.schaefer@gmail.com; EClarkMilwOR@yahoo.com; sgrunseth@gmail.com; Milwaukie Safe <milwaukiesafe@milwaukieoregon.gov>; OCR <OCR@milwaukieoregon.gov>; Adam Khosroabadi <KhosroabadiA@milwaukieoregon.gov>; Robert Massey <MasseyR@milwaukieoregon.gov>; Rebecca Stavenjord <StavenjordR@milwaukieoregon.gov>; Lisa Batey <BateyL@milwaukieoregon.gov>; Lisa Gunion-Rinker <astrantialgr@gmail.com>; Chris Holle-Bailey <chrisinardenwald@gmail.com>; Erin Jansen <ejansen513@gmail.com>; Jacob Sherman <jdbsherman@gmail.com>; Travis Tomlinson <travis.tomlinson@gmail.com>; Jay Panagos <jaypanagos64@gmail.com>; Luke Johnson <luke.warrenjohnson@gmail.com>

Subject: Re: Milwaukie City Council Meeting on Feb 6th and 29th Avenue Greenway

This Message originated outside your organization.

Hi Tessie,

Thanks for the note and for additional context. I'm replying-all to add a number of folks from the Ardenwald NDA to the list, since the Ardenwald NDA endorsed a letter that was sent to City Council asking for the installation of more stop signs along all of 29th Ave Greenway. I'm also including others who weren't included in your original email but who previously testified or submitted comments on the same topic.

As you've heard from myself and others, installing stop signs along 29th to prioritize north-south travel is supported by local residents, would implement policy direction clearly set by the the City's adopted Transportation System Plan (see [Ch. 6: Bicycle Element](#)), and would put Milwaukie alongside hundreds of other U.S. cities in implementing [national best practice](#) for neighborhood greenway design. As I shared in my testimony on February 6th, it would also make the 29th Avenue Greenway consistent with treatments along other greenways in Milwaukie, notably Stanley and Monroe which use stop signs to prioritize greenway traffic over others at minor street crossings.

There's a few items in your email that I'd like more information on, but for starters, I have a simple question: **You implied in the highlighted section below that, at the intersection of 29th and Roswell on the 29th Ave Greenway, there should not be a stop sign installed. You also made it sound like the Engineering Dept may hire a consultant to re-evaluate that stop sign for potential removal. Am I understanding you correctly?**

Please let me know if that's the case. Thank you.

Best wishes,

Jacob Sherman

jdbsherman@gmail.com | Cell: 971-570-7167

On Tue, Feb 13, 2024 at 5:49 PM Jamie June <jamielune@gmail.com> wrote:

Hi Tessie,

I just forwarded to you a string of emails that demonstrate I submitted a traffic control device request for these very same intersections on 29th (@ Boyd, Malcolm and Olsen) in 2015 and then followed it up again in 2018. The city confirmed it was received, but there was never any response.

Jamie

On Tue, Feb 13, 2024, 5:32 PM Tessie Prentice <PrenticeT@milwaukieoregon.gov> wrote:

,

Hello All,

Thank you so much for taking the time to present your comments to the Milwaukie City Council. Communication is key for success throughout the city!

This also highlights that the city's Engineering Department, and myself in-particular, failed in our communication to residents in the Ardenwald North project area. I apologize immensely for this and want to correct this issue immediately regarding the 29th Avenue Greenway and safety concerns.

On June 22, 2022, I hosted the Ardenwald North Tabling Event with the help of JLA< our public engagement consultant. Approximately 40 people from the neighborhood attending this event and the summary is available on the project page: [ardenwald_n_tabling-event-summary.pdf](#).

One question that came up a few times was a request to add stop signs on Van Water Street at the intersection of Van Water Street and 29th Avenue and possibly a second set on 29th Avenue at Roswell Street. I did not know the process regarding requests for regulatory signs, but I found the [Traffic Control Device Request](#) form online and filled one out for each of the requested intersections and submitted them based on the form's directions.

Steve Adams was the City Engineer at that time and he pointed out that city staff don't typically use that form since it's intended for resident use. But since it was already submitted it, I was assigned the task of having the city's on-call transportation engineering firm complete a study of the entire 29th Avenue corridor. The scope of the traffic study included the 7 intersections on 29th Avenue between Balfour Street and Van Water Street to determine if there was a need for stop signs to be installed at any or all of these intersections. The study was requested in August, 2022 and the final report was delivered by the consultant to the city in November, 2022. The full 189 page Technical Memorandum was posted on the Ardenwald North Project Webpage and an update was sent out to people on the email list. The findings of the study were noted in the first paragraph and the remaining 188 pages were the supporting documentation of the findings.

The results of the 29th Avenue Greenway study dated 11/28/2022:

Our overall assessment indicates that SE 29th Avenue corridor operates in a manner that supports its local street and shared "roadway" environment and there are no immediate needs for changes to the corridor nor to any intersections

Considering this Traffic Engineering Technical Memorandum was from late 2022 stating the Greenway operates in a manner that supports the designation and everyone made public comments to City Council in early 2024, I did some searching about why there might be a safety concern along the Greenway. What I found was a Traffic Control Device Request from a

th

resident near the intersection of 29th Avenue and Roswell Street from 2018. This request was for a re-evaluation of the stop signs on Roswell Street. I did not see a reply sent to this specific request, so I don't think it has been addressed yet. Removing existing regulatory signs is more challenging than adding regulatory signs and was not part of the scope for this most recent study. The neighborhood requests I received were for the addition of new stop signs and I didn't think to include scope to review if the existing set of stop signs were a safety concern.

When the Roswell Street stop signs were installed, but there was no supporting documentation regarding why the signs were warranted. The [Manual on Uniform Traffic Control Devices](#) (MUTCD) gives guidance and consideration for when intersection control such as stop signs or yield signs are needed. Based on the MUTCD guidelines, the Roswell Street stop signs should not have been installed. It is a different study that will need to be completed to see if removing the signs will be a more severe safety concern than leaving them in-place. Based on the prior request to re-evaluate the intersection and the amount of public comment about the safety on 29th Avenue to City Council this month, I think that reviewing the intersection for removal of the stop signs should be a priority for the city. This type of traffic study is not what the current city engineering staff would be qualified to complete. Knowing this, the on-call engineering services consultant should be assigned this new study. As noted in the public comment period, the SPOT funds are available and can be used to cover the expense for this more challenging transportation study.

Again, I apologize that none of you were not included in the notification regarding the results of the 29th Avenue Greenway study before today. The staff at JLA will include you on the project email list so this oversight does not occur again regarding communication about the Ardenwald North project area. Also, please share this information with the other community members that were presenting at the City Council meeting since their contact information was not provided with the council meeting packet.

Thank you,

Tessie Prentice, RLA, PE

Civil Engineer / Landscape Architect

City of Milwaukie

503.786.7548

10501 SE Main Street • Milwaukie, OR 97222

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Scott Stauffer

From: Jacob Sherman <jdbsherman@gmail.com>
Sent: Thursday, February 29, 2024 8:52 PM
To: OCR; Lisa Batey
Cc: AJC Board; Luke Johnson; Elvis Clark; Jay Panagos; Matt at Mountain Soles; Jamie June
Subject: For March 5th Special Report on 29th Avenue Neighborhood Greenway
Attachments: We sent you safe versions of your files; Oregon Bicycle and Pedestrian Design Guide 2024.pdf

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

This Message originated outside your organization.

Hi Scott,

Sorry for the continued flurry of emails. Attached is an excerpt from the Oregon Department of Transportation's Bicycle and Pedestrian Design Guide (2024). The full guide can be found here: https://www.oregon.gov/odot/Engineering/Documents_RoadwayEng/HDM-L.pdf

I'd like to request the attached excerpt be included in the record for the March 5th Special Report on the 29th Avenue Neighborhood Greenway. The attached excerpt has highlighted design guidelines from ODOT that are relevant for City Council review.

I appreciate your assistance.

Thank you,
Jacob Sherman

jdbsherman@gmail.com | Cell: 971-570-7167

for bike lanes, wide curb lanes may be provided. This may occur on retrofit projects where there are physical constraints, and all other options have been pursued, such as removing parking or narrowing travel lanes. Wide curb lanes are not particularly attractive to most cyclists; they simply allow a passenger vehicle to pass cyclists within a travel lane if cyclists are riding far enough to the right. Wide curb lanes may also encourage higher motor vehicle speeds, which is contrary to the expressed desires of many residents; wide lanes should never be used on local residential streets. A wide lane should be 14 to 15 feet wide to allow a passenger car to pass a cyclist in the same lane. Widths 16 feet or greater encourage the undesirable operation of two motor vehicles in one lane. In this situation, a bike lane should be striped.

L104.2 Bicycle Boulevards

The bicycle boulevard is a refinement of the shared roadway concept; the operation of a local street is modified to function as a through street for bicyclists while maintaining local access for automobiles:

- Traffic-calming devices reduce motor vehicle speeds and through trips;
- Traffic controls limit conflicts between motorists and bicyclists and give priority to through bicyclist movement.

L104.2.1 Advantages of Bicycle Boulevards

1. Opportunity: traditional street grids offer local streets that can be converted to bicycle boulevards;
2. Bicycle travel on local streets is compatible with local land uses;
3. Bicycle boulevards may attract cyclists who do not feel comfortable on busy streets and prefer to ride on lower traffic streets;
4. Traffic calming techniques are favored by residents who want slower traffic on neighborhood streets;
5. Bicycle boulevards can improve conditions for pedestrians, with reduced traffic and improved crossings.

Successful bicycle boulevard implementation requires careful planning with residents and businesses to ensure acceptance.

L104.2.2 Elements of a Bicycle Boulevard

A successful bike boulevard project requires:

1. Selecting a direct and continuous street, rather than a circuitous route that winds through neighborhoods. Bike boulevards work best on a street grid system;

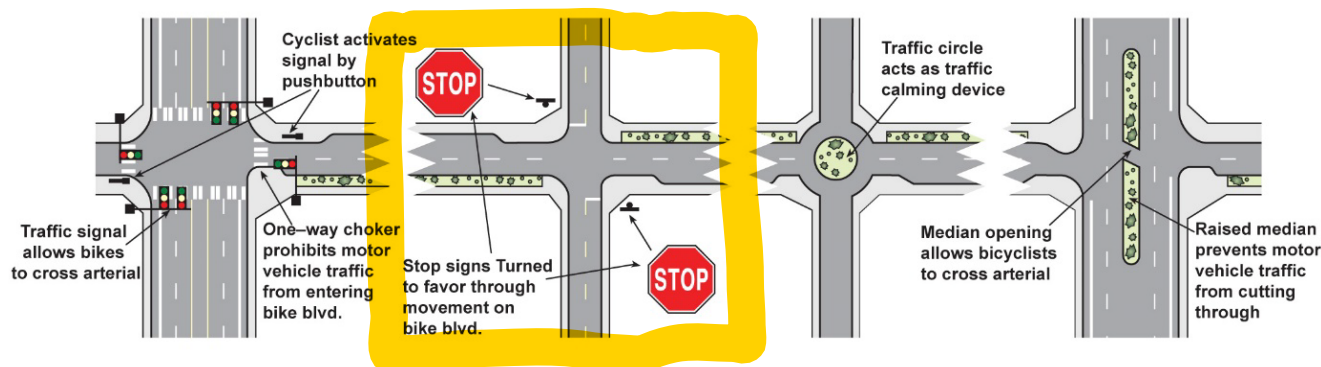


Figure 1-14: Elements of a bicycle Boulevard

2. Placing motor vehicle traffic diverters at key intersections to reduce through motor vehicle traffic (diverters are designed to allow through bicyclist movement);
3. Turning stop signs towards intersecting streets, so bicyclists can ride with few interruptions;
4. Placing traffic-calming devices on streets to lower motor vehicle traffic speeds;
5. Placing directional signs or markings to route cyclists to key destinations, to guide cyclists through difficult situations, and to alert motorists of the presence of bicyclists; and
6. Providing crossing improvements where the boulevard crosses high-speed/high-volume streets such as:
 - Signals, where a traffic study has shown that a signal will be safe and effective. To ensure that bicyclists can activate the signal, loop detection should be installed where bicyclists ride and/or a push button that won't require dismounting; or
 - Median refuges, wide enough to provide a refuge (8 feet min) and with an opening wide enough to allow bicyclists to pass through (6 ft). The design should allow bicyclists to see the travel lanes they must cross.



Traffic diverter limits motor vehicle traffic while allowing bicycles to proceed thru



Bicyclist waits at island to cross busy Street



Mini circle slows traffic, creating conditions needed for shared roadway

L104.2.3 Potential bicycle boulevards implementation problems

Problems can arise under these conditions:

1. If they're discontinuous and/or located on streets that do not provide direct access to commerce and other destinations, cyclists will have to negotiate a more hostile street environment to complete portions of their trip. *Bike boulevards must be continuous and close to corridors that serve many destinations; short connections may have to be built to provide continuity and access.*
2. They can cause motor vehicle traffic diversion onto other streets. *Neighborhood concerns must be properly addressed.*
3. Failure to provide adequate crossings of busy streets can result in unsafe conditions for bicyclists. *The planning phase must develop realistic and fundable strategies for crossings of busy streets.*

Scott Stauffer

From: Jacob Sherman <jdbsherman@gmail.com>
Sent: Thursday, February 29, 2024 8:39 PM
To: OCR
Cc: AJC Board; Elvis Clark; Jay Panagos; Luke Johnson; Matt at Mountain Soles
Subject: For March 5th Special Report on 29th Avenue
Attachments: We found suspicious links

This Message originated outside your organization.

Hi Scott,

Attached is an excerpt from the National Association of City Transportation Official's (NACTO Urban Bikeway Design Guide on "Minor Street Crossings." <https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/minor-street-crossing/>

Key statements in the attached file have been highlighted in yellow for City Council to review. Can you please include this in the record for the March 5th Special Report on the 29th Avenue Greenway?

Thank you,
Jacob Sherman

jdbsherman@gmail.com | Cell: 971-570-7167



Advance Crossing Sign - San Luis Obispo, CA

Naming a bicycle boulevard provides an opportunity to brand the route on identification signs.

(https://nacto.org/wp-content/uploads/gallery/neighborhoodgreenway_minorstreetcrossing_photos/advance-crossing-sign-san-luis-obispo-ca.jpg)

Description

Minor Street Crossings for bicycle boulevards typically involve the intersection of two residential or local streets with low motor vehicle volumes and speeds. At intersections with local streets and minor collectors, bicycle boulevards should have right-of-way priority and reduce or minimize delay by limiting the number of stop signs along the route. Stretches of at least a half mile or more of continuous travel without stop sign control are desirable.

Stop signs along a bicycle boulevard increase travel time for bicyclists and may be viewed as unnecessary, resulting in low compliance and unpredictability. On many local streets, stop signs are 'woven' such that travelers along local streets must stop at every other intersection. On bicycle boulevards this pattern should be altered to remove stop signs on the bikeway and reorient them towards intersecting local streets. This provides clarity at the intersections, while creating a more continuous flow of bicycle travel. Speed (<https://nacto.org/cities-for-cycling/design-guide/neighborhood-greenways/speed-management/>) and volume control (<https://nacto.org/cities-for-cycling/design-guide/neighborhood-greenways/volume-management/>) measures should be used in coordination with this approach to prevent these conditions from becoming attractive to motorists as a shortcut.

A bicycle boulevard should have traffic control and/or geometric design elements at all intersections to reduce conflicts. Neighborhood traffic circles can help direct traffic where

stop controls are not appropriate. Parking can be prohibited on the intersection approaches and a pavement marking placed in the intersection so that the approaching driver on the cross street knows to expect bicyclists crossing.

See route planning (<https://nacto.org/cities-for-cycling/design-guide/bicycle-boulevards/route-planning/>) for guidance on crossing treatment selection.

Click on the images below to view 3D concepts of minor street crossing treatments.



(https://nacto.org/wp-content/uploads/gallery/bicycleboulevard_minorintersection_rendering/minor_crossings.jpg)



(https://nacto.org/wp-content/uploads/gallery/bicycleboulevard_minorintersection_rendering/minor_crossings2.jpg)



(https://nacto.org/wp-content/uploads/gallery/bicycleboulevard_minorintersection_rendering/ngw_minorstreetcrossings_guidancepage.jpg)

Treatment details can be accessed below under design guidance.

Benefits

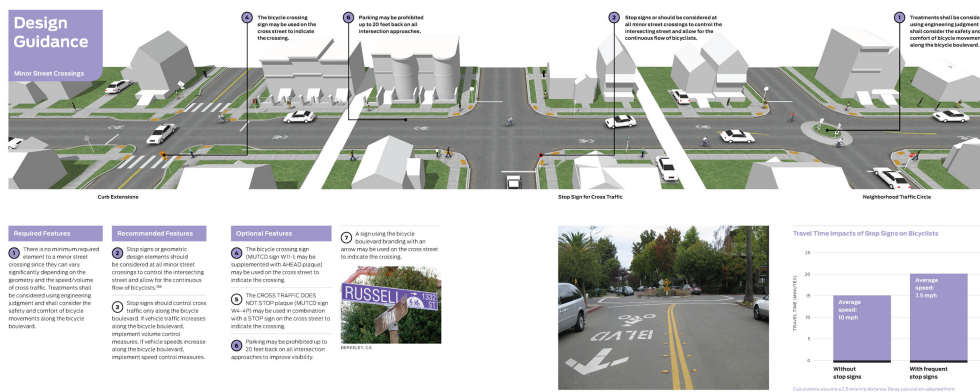
- Enabling bicyclists to ride along the corridor with few stops significantly reduces travel time, minimizes bicyclist effort, and can improve compliance. [Read More+](#)

Typical Applications

- Wherever the bicycle boulevard is stop controlled at an intersection with a minor street, consider turning the stop signs to stop the cross traffic, thereby maximizing through bicycle connectivity and preserving bicyclist momentum.
- At uncontrolled intersections of minor streets, neighborhood traffic circles may be used to reduce conflicts and maintain appropriate speeds. See speed management (<https://nacto.org/cities-for-cycling/design-guide/bicycle-boulevards/speed->

management/) for a discussion of traffic circles and other related treatments.

Design Guidance



(https://nacto.org/wp-content/uploads/gallery/2012_guidance_images/2012guidance_bb_minorstreetcrossing.jpg)

Click the image above to see the guidance summary page full screen.

- Required
- Recommended
- Optional

Required Features



There is no minimum required element to a minor street crossing since they can vary significantly depending on the geometry and the speed/volume of cross traffic. Treatments shall be considered using engineering judgment and shall consider the safety and comfort of bicycle movements along the bicycle boulevard.

Treatment Adoption and Professional Consensus

Several jurisdictions have turned stop signs and consider bicycle connectivity a key factor in the development of bicycle boulevards.

Adapted from the Urban Bikeway Design Guide, published by Island Press.

References

Urban Bikeway Design

•

•

Keyword

Guide

Select tags, or leave blank

Select city, or leave blank

SEARCH AGAIN

References for Minor Street Crossings: 6 found.



Wilbur Smith Associates, 2M Associates, & HPV Transportation Consulting. "Berkeley Bicycle Boulevard Design Tools and Guidelines." Planning and Development Department, Advance Planning Division, City of Berkeley, Berkeley, CA. (<https://nacto.org/wp-content/uploads/2012/06/City-of-Berkeley-2000.pdf>)



Hunter, William W., Thomas, Libby, & Stutts, Jane C.. "Bikesafe Bicycle Countermeasure Selection System." BIKESAFE, Federal Highway Administration, Office of Safety, Washington, DC. (<https://nacto.org/wp-content/uploads/2011/03/Bikesafe-Bicycle-Countermeasure-Selection-System-ch5.pdf>)



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Los Angeles Department of City Planning. "2010 Bicycle Plan Technical Design Handbook." Department of City Planning, City of Los Angeles, Los Angeles, CA. (<https://nacto.org/wp-content/uploads/2012/05/LA-CITY-BICYCLE-PLAN-TDH.pdf>)



Dill, Jennifer, & John Gliebe. "Understanding and Measuring Bicycling Behavior: a Focus on Travel Time and Route Choice." Portland State University Center for Transportation Studies, Oregon Transportation and Education Consortium, Portland, OR. (<https://nacto.org/wp-content/uploads/2012/02/Dill-and-Gliebe-2008.pdf>)



Fajans, Joel, & Melanie Curry. "Why Bicyclists Hate Stop Signs." ACCESS Magazine, No. 18, University of California Center on Economic Competitiveness, Berkeley, CA. (<https://nacto.org/wp-content/uploads/2012/06/Fajans-J.-and-M.-Curry.-2001..pdf>)

About NACTO

Scott Stauffer

From: Elvis Clark <eclarkmilwor@yahoo.com>
Sent: Thursday, February 29, 2024 9:09 PM
To: OCR
Cc: Jacob Sherman
Subject: Cosigned Ardenwald-Johnson Creek endorsement of Luke Johnson's request for stop signs 29th Greenway
Attachments: We sent you safe versions of your files; NDACosignLukeJohnsonStopRqst24Jan.pdf

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

This Message originated outside your organization.

Hi, Scott.

I am wanting to make sure the Ardenwald-Johnson Creek NDA Chair's Cosigning of Luke Johnson's January 2024 letter to City Council, requesting stop signs for 29th Avenue Greenway....becomes part of the record for the City Council Regular Session meeting on March 5, 2024, Agenda item 4.b.

Please find NDA approved co-signing of this letter attached below.

Thank you,
Elvis Clark

Sent from Yahoo Mail. [Get the app](#)

January 22, 2024

Mayor Lisa Batey
City Councilors
City of Milwaukie

Subject: Urgent Public Safety Risk: 29th Avenue Greenway

Dear City Council and City Staff:

I am writing to bring your urgent attention to a public safety risk on a supposed dedicated pedestrian greenway in our community, Southeast 29th Avenue.

Midday on January 1, 2024, I was biking on the SE 29th Avenue Greenway with my 4-year-old daughter riding in the bike trailer. While we were riding slowly and northbound on SE 29th Avenue, an SUV travelling westbound and downhill on Malcolm Street came to a screeching halt and skidded on the gravel just before crossing 29th Ave and nearly killing my daughter and I. This was very traumatic for my daughter and I, and our friend's two young children who stopped and bore witness while also riding their bicycles a short distance ahead of us. Some version of this happens to me at least twice per year during my daily bike commutes on any of the east-west streets (Kelvin, Olsen, Malcolm, Boyd, Roswell, etc). while riding on the SE 29th Avenue supposed greenway. However, this is the first time that my daughter was endangered.

As one of the hundreds of parents living in our neighborhood and one of the thousands living in our City, I hope that I can eventually teach my children to ride their bikes by themselves in our neighborhood, especially on a dedicated bicycle greenway like SE 29th Ave. However, this most recent incident and the continued lack of any traffic control at any intersection on SE 29th Ave makes me doubt the safety of pedestrians in this neighborhood.

Please do not wait until someone tragically loses a life on this dedicated "greenway". Please take this opportunity to demonstrate our community's supposed value of pedestrian safety. Please install stop signs and traffic calming measures this spring 2024 on SE 29th Avenue.

Here are some additional information sources, mostly developed by the City, and prompts (in italics) that may fund, justify, and motivate installation of the necessary public safety infrastructure on SE 29th Avenue:

- I. A certain fraction of SAFE funds is to be allocated to neighborhood street traffic management signage. According to the City of Milwaukie staff on January 8, 2024, "I am sure we have money set a side for minor neighborhood improvements like signage (on SE 29th Avenue)...¹"
- II. Since 2010 SE 29th Avenue has been officially designated as a Neighborhood Greenway by the City of Milwaukie Staff and Council.²

¹ City of Milwaukie. 2023. Email with Ben Green. Personal Communication. January 8, 2023.

² City of Milwaukie. 2022. Monroe Street Greenway. <https://www.milwaukieoregon.gov/communitydevelopment/monroe-street-neighborhood-greenway-concept-design>

- III. For decades, Milwaukie residents have continuously requested intersection treatments and traffic calming measures on SE 29th Avenue³. Some have been led to believe that the City conducted a 2022 traffic study on SE 29th Avenue, at least in part, due to regular complaints from residents of unsafe traffic conditions.

There was a recent petition submitted to the city (dated 2022) that documents recent and historic requests from residents to the City for the installation of public safety infrastructure. *When will the City respond to this petition? Please publicly respond to this petition at your earliest convenience.*


- IV. The 2022 traffic study recommends several low-cost treatments, such as lowering the speed limit to 20 mph, more stop signs, and other signage.

The memo incorrectly states that SE Malcom Street has a stop sign at its intersection with SE 29th Avenue⁴. SE 29th Avenue has one yield sign facing north towards southbound traffic at its intersection with SE Roswell Street. There has never been a stop sign or yield sign on SE 29th Avenue and Malcolm Street⁵. *Please revise the mistake in the 2022 memo or install stop signs on SE Malcom Street at your earliest convenience.*

- V. According to Chapter 6 of the Milwaukie Transportation System Plan⁶, “Neighborhood Greenways incorporate treatments, (such as intersection treatments and traffic calming) to facilitate safe and convenient crossings...” *Where are these treatments on SE 29th Avenue? Please install the City’s recommended Greenway treatments at your earliest convenience.*

Sincerely,

Luke Johnson
Father, Partner, Son, Neighbor, & City Resident



Ardenwald-Johnson Creek NDA

³ Personal Communication. Jamie June. 2021.

⁴ Kittelson & Associates. 2022. Technical Memorandum: Future Transportation Corridor Considerations. Project #26335.003. Dated November 28, 2022. Authors: Jamestaun Kraupp, Carla Kleynhans, and Julia Khn.

⁵ City of Milwaukie. 2023. Email with Ben Green. Personal Communication. January 8, 2023.

⁶ City of Milwaukie. Unknown Date. What are Neighborhood Greenways?
https://www.milwaukieoregon.gov/sites/default/files/fileattachments/planning/page/42431/tsp_neighborhood_greenways_1.pdf

Scott Stauffer

From: Jann Carson <janncarson22@gmail.com>
Sent: Friday, March 1, 2024 10:26 AM
To: OCR
Subject: 29th Ave Greenway Disc - March 5 regular session

This Message originated outside your organization.

March 1, 2024

Mayor Lisa Batey
Councilor Rebecca Stavenjord
Councilor Adam Kosroabadi
Councilor President Robert Massey
Councilor Shane Abma

RE: 29th Avenue Greenway

Dear Mayor and Councilors,

As long-time residents of SE Olsen Street, specifically the blocks west of SE 32nd Avenue, we strongly support the installation of stop signs on all of the east-west cross streets requiring cars to stop and yield to pedestrian and vehicular traffic on SE 29th. We have long held concerns about the speed of cars traveling west on Olsen across SE 29th and the dangers that poses for pedestrians and cyclists.

The evolution of SE 29th as a Neighborhood Greenway has encouraged more cycling and walking and that is a good thing. The repaving of SE 29th, a couple of years ago, made it a more accessible surface for walking than some of the other streets in our neighborhood. In particular, needing to use a walker for stability is nearly impossible on our block of SE Olsen St but once we're on SE 29th, aided walking is much safer and more pleasurable.

However, it is always concerning when we reach intersections, not knowing if cars crossing SE 29th will stop or yield to pedestrians. And when driving through these intersections there often is confusion as to which car has the right of way.

We respectfully urge you to approve the installation of stop signs at these intersections.

Thank you,

Kathleen Hagberg and Jann Carson
2940 SE Olsen St.

**RS 4. B. 3/5/24
Correspondence**

From: [Melissa Davis](#)
To: [OCR](#)
Subject: 29th Avenue Greenway
Date: Sunday, March 3, 2024 9:09:30 AM

**Added to the record
on 3/4/24 4:00pm**

This Message originated outside your organization.

To whom it may concern,

Thank you for allowing me to add to the conversation on this matter. I am a homeowner who lives directly on 29th Avenue between Olsen and Malcolm. When my family moved to the property, one of the attractions was that it was a main walking and biking thoroughfare which added to the community feel of the neighborhood as well as provided a connection to the Springwater Corridor bike path.. I did not know at the time that it was a designated greenway. In fact I was surprised to hear of the designation as the lack of protection in terms of signage, speed limit expectations, and stop signs on the opposing streets does not project that the city prioritizes this designation. I also remember being very surprised to notice the number of intersections in this neighborhood that lack stop signs from either direction. Additionally, this neighborhood is growing with more and more people using the street as a greenway.

The recent incident involving one of my neighbors and his daughter being almost hit at the corner of 29th and Malcolm underscores the need to add stop signs to all streets that cross 29th. We have many children in this neighborhood, including my 5 year old granddaughter, and I must advocate for the safety of all children and adults who consistently walk, bicycle, and enjoy this greenway. We deserve to have a safer space. Please prioritize completion of the previously designated greenway by addressing the need for traffic-slowing stop signs.

Thank you,
Melissa Davis
9312 SE 29th Avenue

Melissa Davis, RN MSN
Oncology Certified Nurse
davis.melissa.72@gmail.com
541.554.8198

From: [Avarie F](#)
To: [OCR](#)
Subject: March 5th Session: 29th Ave. Greenway Comments
Date: Monday, March 4, 2024 1:39:51 AM

This Message originated outside your organization.

To the City of Milwaukie Council,

I am writing to submit comments for the March 5th, 2024 City Council Session regarding the 29th Ave. Greenway safety signage.

I particularly wanted to share my thoughts on the traffic analysis summarized on Page 1 of the Staff Report (RS8): "Kittleson performed a detailed traffic analysis and determined that the 29th Avenue corridor currently operates in a manner that supports its local street and shared 'roadway' environment."

Meaning no disrespect to the Kittleson engineers, numerical data and a few observation walks do not provide a complete story of this neighborhood. So, speaking as a resident of SE Boyd St. near its intersection with SE 29th Ave., I strongly disagree with the suggestion that no changes are currently needed. While anecdotal, the daily observations of me and my neighbors paint a very different picture from observations Kittleson detailed in the Technical Memorandum.

East-west vehicular traffic on Boyd St. crossing 29th and up to the intersection with 32nd Ave., though light in volume, can reach dangerous speeds as certain individuals take advantage of the lack of traffic control in the current configuration. In my opinion, signage at the intersections of 29th would be the absolute bare minimum to promote safe road sharing on the Greenway. I posit that such occurrences were not recorded in Kittleson's traffic assessment due to the paradox of observation, e.g. drivers are less likely to speed when they see devices measuring traffic, and that conditions have worsened in the more than 2 years since the data was gathered.

To illustrate the severity and potential for fatal pedestrian/biker and vehicle conflict, I regularly (multiple times per week, day or night) observe certain "repeat offenders" accelerating up or down Boyd St. through the 29th Greenway intersection, without slowing to check cross traffic, at speeds well over 35 miles per hour. It has become a regular enough occurrence that I am now recording details about these vehicles in order to report to the police.

Would these drivers, who almost certainly know they are putting individuals and families and even other vehicles using the Greenway at that intersection at risk, even obey traffic signage if it were installed? Would our only method of discouraging these drivers be to have a police officer waiting at the ready? I am frightened that if the City does not take action, it may only be a matter of time before someone in our community is seriously injured or killed while using the Greenway because of dangerous, unimpeded drivers. In my opinion, nothing less than physical traffic calming devices, such as speed bumps, on the east-west cross streets would make me feel that the Greenway is safe for us to use at these intersections. I hope these options can be seriously considered in the future.

I urge the council to heavily weigh the observations and experiences of the neighborhood

residents in this matter and reevaluate the conclusion that, to summarize it bluntly, the Greenway "does not meet engineering standards" for the safety improvements it desperately needs.

Thank you for your time and consideration.

Sincerely,

Avarie Fitzgerald

From: [Bike Milwaukee](#)
To: [Lisa Batey](#); [Adam Khosroabadi](#); [Robert Massey](#); [Rebecca Stavenjord](#); [Shane Abma](#)
Cc: [Scott Stauffer](#); [OCR](#); [greg bbowman](#); [jaypanagos64@gmail.com](#); [jdbsherman@gmail.com](#); [Popcorn Lover](#); [smenely@hotmail.com](#); [Mark Gamba](#)
Subject: 29th Ave- Stop Signs
Date: Monday, March 4, 2024 8:26:51 AM

This Message originated outside your organization.

Dear City Council Members,

I am writing to express my strong support for the ongoing effort by residents to install stop signs at all intersections along 29th Ave in Ardenwald. As you are likely aware, 29th Ave has been designated as a future Neighborhood Greenway in the Transportation System Plan (TSP) since 2007. Adding stop signs is a crucial step toward achieving the goals outlined in the Bike Chapter of the TSP.

While I understand that you will receive ample testimony and documentation regarding the need for stop signs, I believe providing historical context can enhance your understanding of the community's perspective.

In 2007, during the comprehensive rewrite of the TSP, I actively participated in City-related projects for the first time. The City planning staff organized meetings for various transportation modes, including mass transit and cycling. I attended all of the cycling meetings and at least one pedestrian meeting. These gatherings were productive, with attendees contributing valuable ideas which were included in the adopted plan.

Two significant concepts emerged from those 2007 meetings which had not been included in the TSP prior to 2007.

1. **Neighborhood Greenways:** Residents proposed the idea of creating a network of Neighborhood Greenways. These routes prioritize safety, connectivity, and community well-being for pedestrians and cyclists. The proposal gained popularity, leading to further discussions and additional TSP meetings.
2. **Multi-Use Path along Rail Road Avenue:** Another proposal was to establish a multi-use path along Rail Road Avenue. This path would enhance accessibility and encourage active transportation.

TSP attendees expressed overwhelming support for the Neighborhood Greenway concept during what was initially intended to be the third and final TSP cycling meeting. In response, an impromptu bike ride and a fourth meeting were organized specifically to address Greenways within the TSP.

One resident, drawing upon careful consideration of our street grid, topography, and connectivity, proposed the Greenway network comprising Monroe, Stanley, and 29th that is now in the TSP. This thoughtful approach involved both community members and City Staff, emphasizing collaboration and shared vision.

A few years after the City Council adopted the Transportation System Plan (TSP), I had a conversation with the Planning Director. Naïve about the process at the time, I asked her when the Greenway Projects might actually materialize. Her response was enlightening: City Staff takes direction from the Council, and if residents wanted Neighborhood Greenways to become a reality, we needed to convince the Council to prioritize them. Only then could staff actively seek funding for these vital projects.

In 2011, Greg Baartz-Bowman and I initiated the Bike Milwaukie community rides—an endeavor that would prove pivotal. These monthly community rides gained a devoted following, and between 2011 and 2016, we led approximately 56 rides. But here's where it gets interesting: some of the participants on our rides became passionate advocates for the Greenways. Their enthusiasm resonated with the community, and during a City Council goal-setting session, the Monroe Greenway was added to the list of annual goals.

Within months of that goal-setting session, City Staff secured a grant specifically earmarked for the Monroe Neighborhood Greenway Concept Plan. This plan, meticulously crafted, empowered the Staff to seek additional funding, propelling the project into its current design and future build phases.

During that period of Bike Milwaukie rides and advocacy, Bike Milwaukie attempted to secure grants for installing Sharrows along the entire 2+ mile stretch of the future Monroe Neighborhood Greenway. The City was a co-applicant for these grants. However, a City of Milwaukie Planner cautioned against relying solely on Sharrows. Why? Because Sharrows alone wouldn't suffice to transform Monroe Street into a fully functional Neighborhood Greenway. According to the planner, placing cyclists and pedestrians in the same space with only Sharrows wouldn't adequately slow down automobile speeds or volumes. It would be akin to using humans as makeshift traffic calming devices—an unsafe approach that contradicts traffic design guidelines. Today, City Staff is likely arguing that we don't need stop signs and they might even be implying that vehicles can simply slow down when they see cyclists, which is an unsafe expectation and goes against standard Greenway design principles. This underscores the importance of comprehensive planning and thoughtful implementation.

When we initially considered 29th Ave as a potential Greenway in 2007, several factors worked in its favor. We recognized that it had low vehicle speeds and volumes, and it conveniently paralleled a busier street, 32nd—a common feature among successful Greenways. Our expectation at the time was that 29th would be the easiest street in Milwaukie to convert into a Greenway. It seemed to require minimal modifications: wayfinding signage, Sharrows, and stop signs at all intersections. More expensive treatments like sidewalks, speed humps, and traffic diverters were likely unnecessary.

Fast forward to today. We have made progress—wayfinding signage and some Sharrows are now in place on 29th Ave. However, the critical missing piece remains: the installation of stop signs. With these signs, the street can truly function as a safe and efficient Greenway, benefiting both residents and visitors.

Allow me to share another piece of history. A few years ago a concerned friend of mine, residing near 29th on Roswell, reached out to me. She expressed her worry about the frequent close calls at the intersection of 29th and Roswell. Her request was simple: install stop signs for east/west traffic on Roswell. I connected her with Mayor Gamba, who took swift action. Through some persuasive discussions with City Engineering Staff, the stop signs were eventually put in place. Notably, this decision did not require City Council involvement—it merely demanded common sense and leadership.

However, City Staff's reluctance to embrace stop signs raises concerns. It suggests that they may not fully grasp the potential transportation and environmental benefits that a complete network of Neighborhood Greenways would bring to Milwaukie. Despite 29th Ave being part of the TSP for **17 years**, it still lacks the minor upgrades necessary to fulfill its Greenway potential. With the eventual rebuild of the Hillside Development, 29th will act as a major bike and pedestrian connection between the Springwater Trail and Central Milwaukie and in order to fill that role, it is going to need the stop signs added to the cross streets.

As stewards of our community, I urge you to consider the long-term impact. Completing the 29th Ave Greenway aligns with our City's commitments to safety, sustainability, and community well-being. Let us bridge the gap between intention and action, ensuring that Milwaukie thrives as a pedestrian-friendly city.

Thank you for your attention to this matter. I appreciate your dedication to serving our community.

--

Matt Menely
Bike Milwaukie Co-Founder

Building community and encouraging advocacy in Milwaukie on self propelled wheels.

From: [Renee Stilson](#)
To: [OCR](#)
Subject: We support stop signs on the 29th Avenue Greenway!
Date: Monday, March 4, 2024 10:05:46 AM

This Message originated outside your organization.

Hello! We live at 42nd and Roswell and as local residents, we are requesting the City install stop signs at the cross streets along the 29th Avenue Greenway so cars would need to stop before crossing 29th Ave. This kind of street design is applied on many other neighborhood greenways around the city and also supported by the City's own Transportation System Plan policies and by national best practice. We bike and run on this street and have watched cars speed through here without even checking to see if anyone is on 29th. We need stop signs to ensure that the 29th Avenue Greenway is made safer everyone.

Thank you for your consideration,

Renée Stilson
(503) 310-7105

From: [Jay Panagos](#)
To: [OCR](#)
Subject: Fwd: Plan for Tuesday?
Date: Monday, March 4, 2024 10:46:43 AM

This Message originated outside your organization.

Hello Scott,

This is my written statement(see below response to Elvis) regarding the need for stop signs at the 29th St Greenway. Also as a member of PSAC and an avid cyclist that uses Greenways in Milwaukie and Portland, Greenways are instrumental in providing a safe avenue for cyclists.

Thanks,

Jay

Sent from my iPhone

Begin forwarded message:

From: Jay Panagos <jaypanagos64@gmail.com>
Date: March 4, 2024 at 3:00:48 AM PST
To: Elvis Clark <eclarkmilwor@yahoo.com>
Cc: Jacob Sherman <jdbsherman@gmail.com>, Matt Soles <mtnsoles@hotmail.com>, Pamela Denham <pamdenham@gmail.com>, Christine Giatti <christinegiatti@gmail.com>
Subject: Re: Plan for Tuesday?

Elvis,

I will provide a written statement stating that a majority of the PSAC members, including myself, are in favor of stop signs so as to prevent a serious safety incident from occurring. I will also be present at the City Council meeting. As for my own cycling experience and how that ties in to Greenways I will come up with a statement that reflects my travels in Milwaukie and Portland. For Mayor Lisa Bailey and members of City Council to possibly overrule Engineering is up in the air. However, Ardenwald citizens and even more importantly 29th St residents need to be present at the meeting. A show of force may sway Council. There needs to be more citizens present than were at the February Council meeting.

Jay

Sent from my iPhone

On Mar 3, 2024, at 7:53 PM, Elvis Clark <eclarkmilwor@yahoo.com> wrote:

Chris it would be good for you to provide Oral testimony as Chair of the NDA.

I have already done oral testimony back on March 5. I'll do a little more myself this Tuesday Council Session. But I only have a few more things to note, and this probably takes less than the three minutes.

Jay as Chair of PSAC you could talk about most if not all PSAC members having been in favor of the request for stop signs. You also have experience of bicycling a lot of parts of Portland and Milwaukie, whereas my bicycling is mostly just functional going to the local Safeway and occasionally downtown Milwaukie. Also over to Hector Campbell to practice my basketball shooting for Senior basketball games.

FYI,
Elvis

Sent from Yahoo Mail. [Get the app](#)

On Sunday, March 3, 2024 at 07:40:11 PM PST, Jacob Sherman
<jdbsherman@gmail.com> wrote:

Hi Chris and Elvis,

I'm not sure if you have a plan for Tuesday yet, but I talked with Mayor Batey and she intends to offer up to 10 minutes of time for public comment to established organizations, like AJC. This is more than the 3 minutes individuals get. I'm sharing this info in case the both of you intend to collaborate on testimony that night.

Separately, I wanted to let you know that I'll be representing Bike Milwaukie that night.

Best,
Jacob

Sent from my iPhone

From: [Joseph Edge](#)
To: [Scott Stauffer](#); [OCR](#)
Subject: 29th Avenue Greenway safety comments for city council meeting
Date: Monday, March 4, 2024 3:40:45 PM

This Message originated outside your organization.

Hi Scott, please submit the following comments to City Council for the March 5 regular session agenda item *4.B. 29th Avenue Greenway -- Report*. Thank you!
+++++

March 4, 2024

Mayor Batey and City Councilors,

Thank you for the opportunity to contribute my comments for your consideration. In addition to advocating for public transit and active transportation since the time I attended high school, I have served on the City's Planning Commission since 2018 and have also served on the Clackamas County Pedestrian-Bikeway Advisory Committee since 2017. In that time I worked extensively on development of the City's Comprehensive Plan policies (adopted in 2020) and have listened to substantial volumes of public testimony relating to active transportation safety during hearings for the Comp Plan and other land use applications in the vicinity of the 29th Avenue Greenway, such as the Hillside planned development.

The 29th Avenue Greenway is a well-used active transportation facility in an area of the city with very low vehicular traffic volumes. For motor vehicles, 29th Avenue and the streets that intersect it are classified as local service streets. Traffic flow at most of these intersections is uncontrolled, relying on traveler behavior to safely respond to the context and any conflicts with other road users.

While generally appropriate to defer to professional engineer's discretion, it can also be appropriate to establish standards for specific facilities or classifications of facilities as a matter of policy by the city council. Neighborhood greenways are one example where many cities have determined it's often preferable to set standards based on public policy direction rather than traditional engineering guidance.

The city's existing adopted policy is to increase the share of trips that are taken by walking or bicycling, and stress from feeling unsafe is an oft cited factor for people who choose not to ride a bicycle. Witnessing or even simply hearing about a crash or near-miss can be a major deterrent to riding again, sometimes for long periods of time. Neighborhood greenways are intended to be low stress facilities for people walking and bicycling. The city should feel encouraged to act affirmatively to reduce stress for vulnerable road users on neighborhood greenways, particularly when members of the public report occurrences of stressful and dangerous incidents.

The city council can direct staff to recognize neighborhood greenways as a higher street classification than local service streets. Even traditional engineering guidance recommends stop signs on lower classification facilities where they intersect with higher classification facilities. Although traffic count thresholds for stop signs may not be met, it is still reasonable to use traffic control at an intersection with a higher classification facility to indicate that

facility has priority. The absence of any traffic control implies that both facilities are equivalent and does not indicate any priority for travel through the intersection, which can result in conflicts. I do not believe this is what we intended when the city adopted the current TSP in 2018.

Over the last several years, much more attention is being paid to street design as a factor in crashes and near misses rather than focusing narrowly on driver behavior. People make mistakes, but we can and should use design elements, including regulatory elements such as stop signs, to reduce the incidence and severity of conflicts arising from those mistakes. In an era of distracted driving, we must rely on making the transportation system safer through design and equitable enforcement instead of hoping that people will somehow become better drivers.

If City Council remains undecided about or reticent to override staff's recommendation to not install stop signs, perhaps we can consider a temporary installation of stop signs (e.g., on movable A-frame construction barricades) at some or all of the intersections with 29th for a set period of time. City Council could base a future decision about permanent signage on findings from staff observations and public input gathered during the temporary installation.

Thank you,

Joseph Edge

**RS 4. B. 3/5/24
Correspondence**

From: [Paul Sheprow](#)
To: [OCR](#)
Subject: Greenway on 29th
Date: Monday, March 4, 2024 9:40:41 PM

**Added the record on
3/5/24 at 1:00 p.m.**

This Message originated outside your organization.

Hello, I'd like to send a comment to Milwaukie City Council. Our family has lived on SE 29th for nearly ten years. During that time our oldest daughter has grown from being a toddler to a ten-year-old, and we've added two more kids to our family. Our kids have grown up on SE 29th. We love the proximity to the trail and having an easy corridor to head towards downtown. Our leisure time has often revolved around walks to Balfour or to neighbors' and friends' houses along the way. During that time all of our kids have learned a strict procedure for approaching and crossing intersections with us, as cross-traffic leaving 32nd is often incautious when crossing. While we love 29th, it's never exactly felt like a "greenway".

It's my understanding that there's a conversation happening about adding stop signs along 29th. It's also my understanding that this is fairly common practice for greenways. As a neighbor and parent I have to say that I think it makes sense. I've seen a lot of close-calls over the years. Some traffic control crossing the greenway would improve it a lot. I hope that the city is considering moving forward with adding signage along the route.

sincerely,
Paul Sheprow

Ardenwald

From: [Nick Haselwander](#)
To: [OCR](#)
Subject: Stops signs on 29th
Date: Monday, March 4, 2024 8:36:47 PM

This Message originated outside your organization.

Hi I am writing to you about the proposal to add stop signs for all of the roads that cross 29th in the Ardenwald neighborhood. This part of the neighborhood that is west of 32nd is not very walkable. We have very few sidewalks which makes it difficult to safely navigate many of the streets, especially with kids. It's odd that this main street that is designated as a greenway is not better protected for pedestrians and bicyclists. It makes no sense to allow traffic to barrel through 29th unimpeded nor is it even that much of an inconvenience for what would be a considerable upgrade to safety for all those who use the street. Milwaukie seems committed across the board to supporting programs that promote local livability and this effort to install stop signs is surely one of the more simple ways to do so.

Nick Haselwander

From: [Jillian Nicodemus](#)
To: [OCR](#)
Subject: Stop Signs on 29th Ave
Date: Monday, March 4, 2024 7:08:09 PM

This Message originated outside your organization.

Dear City Council,

I'm writing to you today to express my wishes for 29th Ave's greenway in Ardenwald. We live at the intersection of 30th and VanWater and cars speed down VanWater constantly, also crossing 29th Ave. As we ride and walk on 29th Ave, we see cars doing the same across Boyd, Malcolm, Olsen, etc. With a small child and several neighbors with children, I advocate for more safety measures in our neighborhood. Our 29th needs to have stop signs installed to keep our families and community members safe.

Thank you for your time and service,
Jillian McSweeney-Nicodemus
Ardenwald, Milwaukie Neighbor

From: [Elise Kittrell](#)
To: [OCR](#)
Subject: 29th Avenue Neighborhood Greenway - Stop Signs
Date: Tuesday, March 5, 2024 8:53:58 AM

This Message originated outside your organization.

Good morning,

I am writing in regards to the installation of stop signs on all east-west cross streets along the 29th avenue neighborhood greenway. As someone who drives, bikes, and walks this part of our neighborhood on a daily basis, there is an ongoing concern for pedestrian safety due to the lack of stop signs. As a neighborhood greenway, there needs to be consideration for pedestrian safety, which can be done through the installation of stop signs. Please consider the addition of stop signs to the 29th avenue neighborhood greenway

Thank you,
Elise Kittrell

--

Elise Kittrell
(954) 682-0311
elisekittrell@gmail.com

From: [Desi Nicodemus](#)
To: [OCR](#)
Subject: 29th Greenway
Date: Tuesday, March 5, 2024 4:23:13 PM

**Added to the record
on 3/5/24 at 4:30pm**

Dear Milwaukie City Council,

I'm writing to show my strong support for safety enhancements, like stop signs, on Milwaukie's neighborhood greenways around the city for two reasons.

First, as a former City Council member, I know that we spent much of our time working on critical community issues (e.g. climate, housing affordability, etc.) where it was difficult at times to know if our work was having an meaningful impact on people's lives. This is not one of those instances. Making safety improvements on neighborhood greenways is a space where Milwaukie City Council has clear authority and budget to actually solve people's problems.

Second, I'm writing to show my support because I care about safety on the 29th Avenue Neighborhood Greenway as an Ardenwald resident, e-bike rider, and father. Personally, I know how uncomfortable it can be at intersections on 29th Avenue and how stop signs, like the ones on Roswell, would make it safer. Stop signs and other greenway signs would also make it safer for my wife and son to ride bikes around the neighborhood too.

It's for these reasons that I'm urging you to take action on this topic. Thank you for your time.

Desi Nicodemus



**CITY OF MILWAUKIE
CITY COUNCIL**

10722 SE Main Street
P) 503-786-7502
F) 503-653-2444
ocr@milwaukieoregon.gov

Speaker Card

The City of Milwaukie encourages all residents to express their views to their city leaders in a **respectful** and **appropriate** manner. If you wish to speak before the City Council, fill out this card and hand it to the City Recorder. Note that this Speaker Card, once submitted to the City Recorder, becomes part of the public record.

Name: Ramona Frandina

Address:

Organization:

Phone:

Email:

Meeting Date: _____ **Topic:** 29th

Agenda Item You Wish to Speak to:

☐ #5 Community Comments

Note: Council generally does not respond to comments during this meeting. The city manager will respond to comments at the next regular session.

☐ #7 Other Business, Topic: _____

☐ #8 Public Hearing, Topic: _____

Comments:

You are Speaking...

☐ in Support

☐ in Opposition

☐ from a Neutral Position

☐ to ask a Question



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Name: Danielle Frandine **Address:** 2824 SE Olsen St
Organization: (Goes with Ramona) **Phone:** 415 819 9812
Email: daniellefrandine@gmail.com
Meeting Date: 3/5/24 **Topic:** safety on the greenway

Agenda Item You Wish to Speak to:

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Name: caroline sherman

Address: 3023 SE OLSEN

Organization: _____

Phone: _____

Email: _____

Meeting Date: _____

Topic: 29th ave

Agenda Item You Wish to Speak to:

☐ #5 Community Comments

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☐ #8 Public Hearing, Topic: _____

Comments: _____

You are Speaking...

☐ in Support

☐ in Opposition

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☐ to ask a Question



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Name: Jacob Sherman

Address: 3023 SE Olsen St

Organization: Bike Milwaukie

Phone: 971-570-7167

Email: _____

Meeting Date: _____ **Topic:** 29th Ave Greenway

Agenda Item You Wish to Speak to:

☐ **#5 Community Comments**

Note: Council generally does not respond to comments during this meeting. The city manager will respond to comments at the next regular session.

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☐ **#8 Public Hearing, Topic:** _____

Comments:

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☐ **in Support**

☐ **in Opposition**

☐ **from a Neutral Position**

☐ **to ask a Question**



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Name: LUKE JOHNSON Address: 2807 SE OLSEN ST

Organization:

Phone: 612-418-4984

Email:

Meeting Date: 3/5/2024 Topic: 29TH GREENWAY STOP SIGNS

Agenda Item You Wish to Speak to:

☐ #5 Community Comments

Note: Council generally does not respond to comments during this meeting. The city manager will respond to comments at the next regular session.

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You are Speaking...

☐ in Support

☐ in Opposition

☐ from a Neutral Position

☐ to ask a Question

Comments: SAVE LIVES - INSTALL STOP SIGNS ON 29TH



**CITY OF MILWAUKIE
CITY COUNCIL**

10722 SE Main Street
P) 503-786-7502
F) 503-653-2444
ocr@milwaukieoregon.gov

Speaker Card

The City of Milwaukie encourages all residents to express their views to their city leaders in a **respectful** and **appropriate** manner. If you wish to speak before the City Council, fill out this card and hand it to the City Recorder. Note that this Speaker Card, once submitted to the City Recorder, becomes part of the public record.

Name: Mister Clark

Address: 3536 SE Sherry LN

Organization:

Phone:

Email: Eclarkmilw@Yahoo.com

Meeting Date: 3/5/24

Topic: 29th Greenway Stop Signs

Agenda Item You Wish to Speak to:

You are Speaking... 4b

☐ **#5 Community Comments**

Note: Council generally does not respond to comments during this meeting. The city manager will respond to comments at the next regular session.

☒ **#7 Other Business, Topic:** _____

☐ **#8 Public Hearing, Topic:** _____

Comments:

☒ **in Support**

☐ **in Opposition**

☐ **from a Neutral Position**

☐ **to ask a Question**

4b



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CITY COUNCIL

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Name: AJC NDA Chris Holk-Bailey **Address:** Chair 8731 SE 40th
Organization: **Phone:** **Email:** chrisinardenwald@gmail.com
Meeting Date: 3/5/24 **Topic:** 29th greenway

Agenda Item You Wish to Speak to:

☐ #5 Community Comments

Note: Council generally does not respond to comments during this meeting. The city manager will respond to comments at the next regular session.

☐ #7 Other Business, Topic: _____

☐ #8 Public Hearing, Topic: _____

You are Speaking...

☐ in Support

☐ in Opposition

☐ from a Neutral Position

☐ to ask a Question

Comments:

I have my 5 year old here with me



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Name: Pam Denham

Address:

Organization:

Phone:

Email:

Meeting Date: 3/5/24 Topic: 29th Greenway

Agenda Item You Wish to Speak to: would prefer to go

☒ #5 Community Comments 4B - AFTER Sherman

Note: Council generally does not respond to comments during this meeting. The city manager will respond to comments at the next regular session.

☐ #7 Other Business, Topic: _____

☐ #8 Public Hearing, Topic: _____

Comments:

You are Speaking...

☐ in Support

☐ in Opposition

☒ from a Neutral Position

☐ to ask a Question



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Name: Will Anderson

Organization:

Address: 11337 SE 30th Ave

Phone: 541-480-9204

Email: Williamranderson3@gmail.com

Meeting Date: 3/5/2024 **Topic:** Greenway Safety, 29th st.

Agenda Item You Wish to Speak to:

☒ #5 Community Comments

(4B)

Note: Council generally does not respond to comments during this meeting.
The city manager will respond to comments at the next regular session.

☐ #7 Other Business, Topic: _____

☐ #8 Public Hearing, Topic: _____

Comments:

You are Speaking...

☒ in Support

☐ in Opposition

☐ from a Neutral Position

☐ to ask a Question



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Name: Erik Yowshaw

Address: 9643 SE 29th Ave

Organization: _____

Phone: _____

Email: _____

Meeting Date: 3/5

Topic: 29th Ave Greenway safety

Agenda Item You Wish to Speak to:

☐ #5 Community Comments

Note: Council generally does not respond to comments during this meeting. The city manager will respond to comments at the next regular session.

☐ #7 Other Business, Topic: _____

☐ #8 Public Hearing, Topic: _____

Comments: _____

You are Speaking...

☒ In Support

☐ in Opposition

☐ from a Neutral Position

☐ to ask a Question



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Name: Lisa Gunion-Rinker **Address:** 3012 SE Balfour St.
Organization: ASCNDA **Phone:** 503-754-1655
Email: _____

Meeting Date: 3.5.24 **Topic:** 29th Ave. Greenway

Agenda Item You Wish to Speak to:

☐ **#5 Community Comments**

Note: Council generally does not respond to comments during this meeting. The city manager will respond to comments at the next regular session.

☐ **#7 Other Business, Topic:** _____

☐ **#8 Public Hearing, Topic:** _____

Comments:

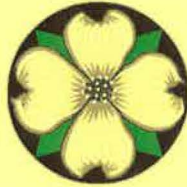
You are Speaking...

☐ **in Support**

☐ **in Opposition**

☐ **from a Neutral Position**

☐ **to ask a Question**



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Name: Taylor Pasquariello **Address:** 3800 SE Olsen St
Organization: **Phone:** 720 300 7496
Email: taylorpasq@gmail.com

Meeting Date: 03/05/24 **Topic:** 29th Street stop sign

Agenda Item You Wish to Speak to:

☐ #5 Community Comments

Note: Council generally does not respond to comments during this meeting. The city manager will respond to comments at the next regular session.

☐ #7 Other Business, Topic: _____

☐ #8 Public Hearing, Topic: _____

Comments:

You are Speaking...

☐ in Support

☐ in Opposition

☐ from a Neutral Position

☐ to ask a Question



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Name: Beatrice MacLeod **Address:** 2840 SE Olsen St
Organization: **Phone:** 503-866-4228
Meeting Date: March 5^m 2024 **Email:** burlycleod@comcast.net
Topic: stop sign at Olsen + 29^m

Agenda Item You Wish to Speak to:

☒ **#5 Community Comments**

Note: Council generally does not respond to comments during this meeting. The city manager will respond to comments at the next regular session.

☐ **#7 Other Business, Topic:** _____

☐ **#8 Public Hearing, Topic:** _____

Comments:

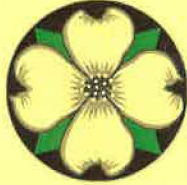
You are Speaking...

☒ **in Support**

☐ **in Opposition**

☐ **from a Neutral Position**

☐ **to ask a Question**



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Name: Eric Fosgard **Address:** 2758 SE Olsen Street
Organization: _____ **Phone:** (503) 334-6064
Meeting Date: 3/5/24 **Email:** efosgard@gmail.com
Topic: stops signs @ 29th

Agenda Item You Wish to Speak to:

☒ **#5 Community Comments**

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The city manager will respond to comments at the next regular session.

☐ **#7 Other Business, Topic:** _____

☐ **#8 Public Hearing, Topic:** _____

Comments:

You are Speaking...

☒ **in Support**

☐ **in Opposition**

☐ **from a Neutral Position**

☐ **to ask a Question**



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Name: Ana Tijerina Esquino **Address:** 4221 SE Mason Ln
Organization: _____ **Phone:** 619-208-6639
Meeting Date: 3/5/24 **Email:** actijerinaesq@gmail.com
Topic: Greenway (29th)

Agenda Item You Wish to Speak to:

☒ **#5 Community Comments**

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☐ **#7 Other Business, Topic:** _____

☐ **#8 Public Hearing, Topic:** _____

Comments:

You are Speaking...

☐ **in Support**

☐ **in Opposition**

☐ **from a Neutral Position**

☐ **to ask a Question**



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Name: Avarie Fitzgerald **Address:** 2924 SE Boyd St.
Organization: _____ **Phone:** 503 468 2757
Email: avarie.f@gmail.com

Meeting Date: 3/5/24 **Topic:** 29th Greenway

Agenda Item You Wish to Speak to:

☒ **#5 Community Comments**

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The city manager will respond to comments at the next regular session.

☐ **#7 Other Business, Topic:** _____

☐ **#8 Public Hearing, Topic:** _____

Comments:

You are Speaking...

☐ in Support

☐ in Opposition

☐ from a Neutral Position

☐ to ask a Question



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Name: JP BROCK

Organization:

Address: 8946 SE 29th AVE
Phone: 503 539-3497
Email: Brockebikes@gmail.com

Meeting Date: 3/5 **Topic:** 29th AVE STOP SIGNS

Agenda Item You Wish to Speak to:

☐ #5 Community Comments

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☐ #7 Other Business, Topic: _____

☐ #8 Public Hearing, Topic: _____

Comments:

You are Speaking...

☒ in Support

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☐ from a Neutral Position

☐ to ask a Question



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Name: DIANA GREGG

Organization: _____

Address: 9129 SE 29th Ave

Phone: 503-830-9494

Email: dianagregg14@gmail.com

Meeting Date: _____ Topic: _____

Agenda Item You Wish to Speak to:

☒ #5 Community Comments

Note: Council generally does not respond to comments during this meeting. The city manager will respond to comments at the next regular session.

☐ #7 Other Business, Topic: _____

☐ #8 Public Hearing, Topic: _____

Comments: _____

You are Speaking...

☒ in Support

☐ in Opposition

☐ from a Neutral Position

☐ to ask a Question



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Name: Maitri Dismeyer

Address:

Phone:

Email:

Organization:

Meeting Date: 3/5/24 **Topic:** Greenway safety

Agenda Item You Wish to Speak to:

You are Speaking...

☒ **#5 Community Comments**

☒ **in Support**

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The city manager will respond to comments at the next regular session.

☐ **in Opposition**

☐ **#7 Other Business, Topic:** _____

☐ **from a Neutral Position**

☐ **#8 Public Hearing, Topic:** _____

☐ **to ask a Question**

Comments:

BICYCLE FACILITY IMPROVEMENT TOOLBOX

**Submitted by
Mayor Batey.**

Types of Bicyclists

Bicyclists are a varied group of people with different skill levels, abilities, bicycling experience, and trip types. For example, there are everyday commuters, avid recreational riders, children going to school, and families riding around in their neighborhoods. Their needs and comfort level with the bicycle infrastructure in Milwaukie will vary as a result of these differences. The City needs to accommodate these different types of bicyclists by providing adequate facilities for all different types of riders.

Bicycle trips are typically longer than walking trips and shorter than motor vehicle trips, and are attractive at distances up to three miles. Bicycle facilities can generally be categorized as multiuse paths, cycle tracks, bike lanes, shared roadways, and neighborhood greenways. Each of these facilities serves a particular purpose for bicycle travel. Bike lanes, cycle tracks, and multiuse paths can all accommodate trips of up to three miles. However, if the trip is shorter, or if the destination or origin of the trip is not next to a roadway with a bike lane, many bicycle trips can also be made on local streets. Table 6-1 summarizes each of these facilities with a general description of the elements inherent to each facility.

Table 6-1 Bikeway Types

| Bikeway | Description |
|-----------------------|--|
| Multiuse path | Off-street route, typically recreational-focused, which can be used by several transportation modes, including bicycles, pedestrians, and other nonmotorized modes (i.e., skateboards, roller blades, etc.). |
| Cycle track | Exclusive bike facility within the roadway, with elements of both a separated path and a bike lane. Separated from motor vehicle traffic by parked cars, bollards, landscaping, or other barriers. |
| Bike lane | Area within street right-of-way specifically designated for bicycle use. |
| Shared roadway | Roadways where bicyclists and autos share the same travel lane. May include a wider outside lane and/or bike boulevard treatment (priority given to through bikes on local streets). |
| Neighborhood greenway | Lower-order, lower-volume streets with various treatments to promote safe and convenient bicycle travel and enhance pedestrian travel as well. Usually accommodate bicyclists and motorists in the same travel lanes, often with no specific vehicle or bicycle lane delineation. Assign higher priority to through bicyclists, with secondary priority assigned to motorists. Also include treatments to slow vehicle traffic to enhance the bicycling environment. |



Submitted by
Jay Panagos



RS Agenda Item

5

Community Comments

From: [Lisa Batey](#)
To: [City Council](#); [Peter Passarelli](#)
Subject: FW: GOOD NEIGHBOR FUND - PROPOSED PROGRAM MAP CORRECTION
Date: Tuesday, February 27, 2024 2:23:24 PM
Attachments: [GOOD NEIGHBOR FUND slide deck.pdf](#)

Forwarding for staff

-----Original Message-----

From: charlesbird@juno.com <charlesbird@juno.com>
Sent: Tuesday, February 27, 2024 2:15 PM
To: Adam Khosroabadi <KhosroabadiA@milwaukieoregon.gov>; Robert Massey <MasseyR@milwaukieoregon.gov>; Shane Abma <AbmaS@milwaukieoregon.gov>; Rebecca Stavenjord <StavenjordR@milwaukieoregon.gov>; Lisa Batey <BateyL@milwaukieoregon.gov>
Cc: pamdenham@gmail.com; milo.denham@gmail.com; kevinc <kevinc@ncprd.com>; LCary@ncprd.com; astrantialgr@gmail.com
Subject: GOOD NEIGHBOR FUND - PROPOSED PROGRAM MAP CORRECTION

Dear Mayor Batey and Councilors,

This is to bring to your attention a possible oversight when drawing the program map for the Good Neighbor Fund application areas. For your convenience I have attached a slide deck prepared by the city's Facilities Director, Peter Passarelli for the Good Neighbor Committee February meeting.

The Map clearly omits the Willamette River riparian habitat south of roughly, and not including, Sparrow Street. This effectively excludes properties including our own Spring Park. You may note that the nearby private properties along 19th, Elk Rock Island, Milwaukie Bay, Water Resource Recovery and Kellogg Parks have been included in the program area.

I ask that you consider extending the program area to the City limits to the south and include all of Spring Park and other properties in the Good Neighbor Fund program area.

Your very truly,

Charles L, Bird, Chair ISNDA

ARO KG7OJJ - GMRS WQZJ967
12312 SE River Road
Milwaukie, Oregon 97222
503.318.5065



CITY OF MILWAUKIE

Citizens Utility Advisory Board Rate Recommendations



Feb 5, 2024

Purpose

- Good Neighbor Program
- CUAB rate discussion / recommendations for FY 2025 and FY 2026
- Overview of the integrated CIP program, which included SAFE, SSMP, and Gas Tax funded projects
- Information on large or high impact projects slated for construction during the 2025-2026 biennium.

Good Neighbor Program



- New agreement signed between WES and City in 2023
 - Allowed for expanded use both in purpose and geographically
- Approximately \$140K in revenues per year
 - Based on EDU count
- \$90K debt service for MBP through 2029
- About \$50K a year available

Good Neighbor Project Eligibility

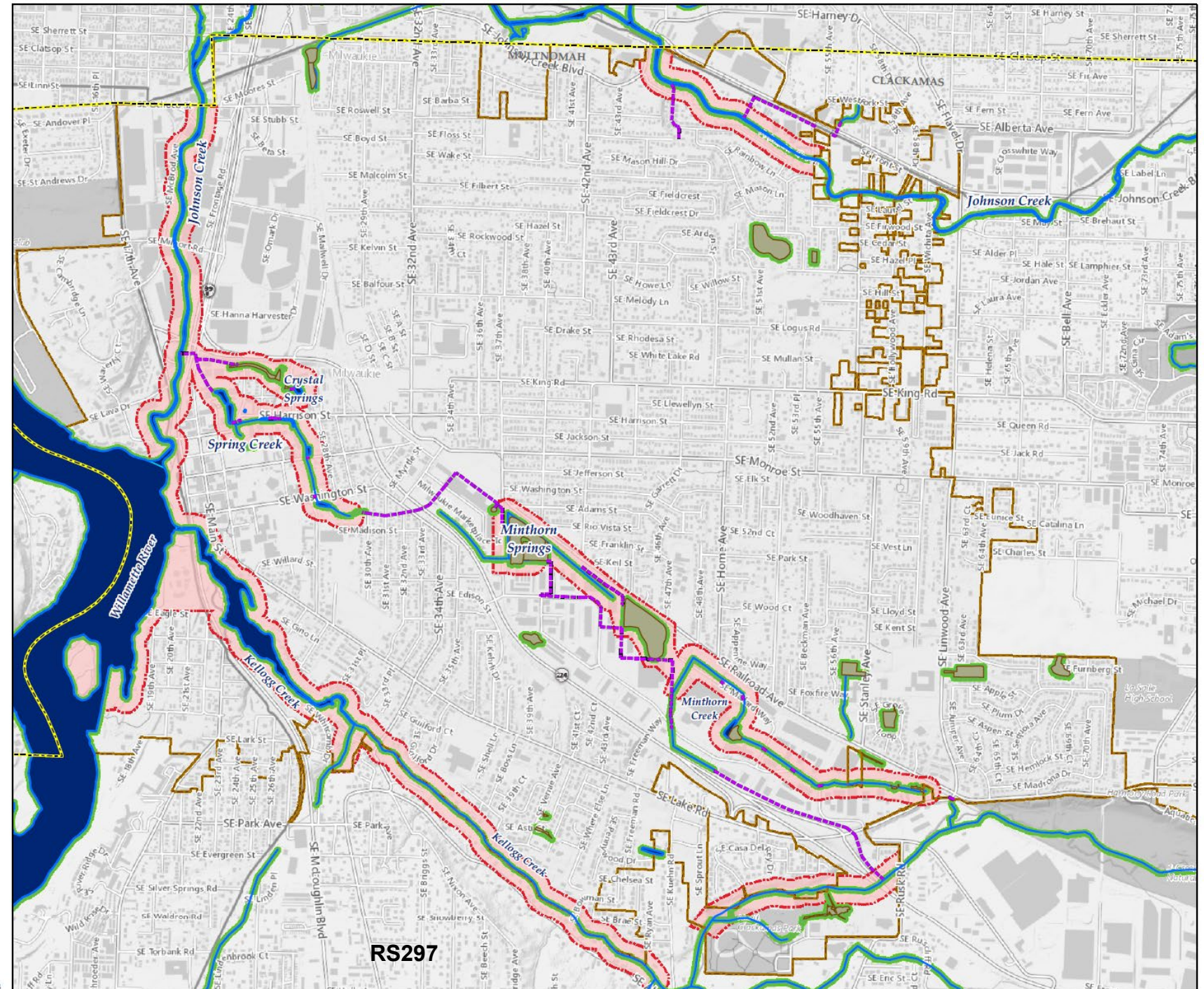


- Eligible projects must have at least one of the following purposes:
 - Provide improved recreational opportunities, such as pathways, parks, and trails.
 - Enhance fish and wildlife habitat and riparian areas.
 - Create opportunities for collaboration and leverage resources between the city and WES relating to another purpose approved by the Parties.
 - Enhance public knowledge on wastewater treatment and surface water management and what they can do to protect water quality through education and special projects.

City of Milwaukie Proposed Good Neighbor Program Areas

-  Milwaukie City Limits
-  County Boundary
-  Storm Piped Streams
-  Wetlands
-  Streams
-  Water Bodies
-  Vegetated Corridors
-  Proposed Good Neighbor Program Areas

Note: Vegetated Corridors (or WQR, the water quality resource Areas)



Data Sources: City of Milwaukie GIS, Clackamas County GIS, Metro Data Resource Center

Date: Thursday, March 31, 2022

The information depicted on this map is for general reference only. The City of Milwaukie cannot accept any responsibility for errors, omissions or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of errors would be appreciated.

GIS Coordinator
City of Milwaukie
6101 SE Johnson Creek Blvd.
Milwaukie, OR 97206
(503) 786-7498

0 0.5 1 Miles

RS297

Potential Projects



- Roswell Detention Restoration
- Elk Rock Island Support
- Spring Creek Daylighting Analysis
- Riparian Restoration efforts - International Way
- Increase Support to Watershed Councils
- Enhancements near the Kellogg Treatment Facility

Scott Stauffer

From: Bernie Stout <usabs1@nethere.com>
Sent: Tuesday, February 27, 2024 8:58 AM
To: Brandon Boutros
Cc: OCR; campbellneighbors@gmail.com
Subject: MONROE STREET GREENWAY & WASHINGTON ST ALIGNMENT

This Message originated outside your organization.

Tuesday, February 27, 2024

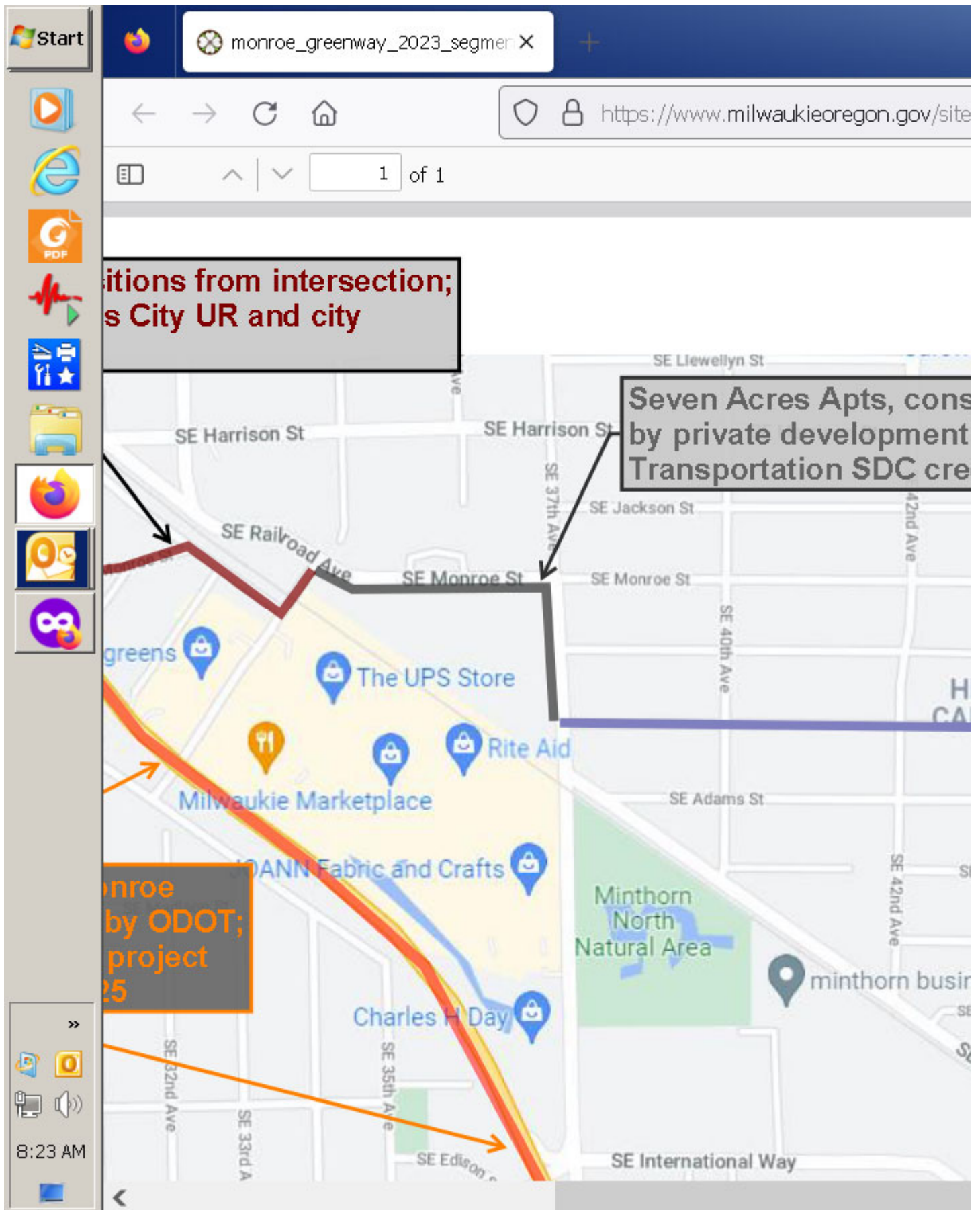
Dear Brandon Boutros,

MONROE STREET GREENWAY & WASHINGTON ST ALIGNMENT

DEFINITION OF A GREENWAY – **A LINEAR PARK**

“The East Segment runs from 34th Avenue to Linwood Avenue. It will run along the Seven Acre Apartments and turn onto 37th Avenue and Washington Street for a safer route with fewer cars and pass Homewood Park and Wichita Park on the way to the edge of the city on Linwood Avenue. The Seven Acre Apartments are constructing the part along their border and the city has worked with ODOT and Metro to supply approximately \$700,000 and \$3.15 Million dollars (Regional Flexible Funding Allocation: RFFA), respectively, to this segment. The Seven Acre Apartments is completing their part in 2023. ODOT and Milwaukie are selecting a designer and this segment is scheduled to be constructed in 2025-2026.”

<https://www.milwaukieoregon.gov/communitydevelopment/monroe-street-neighborhood-greenway-concept-design>



Please clarify this design shown on map.

1. Along the Seven Acres property is the “new cycletrack” and the **cyclist (ONLY)** will proceed up SE Washington Alignment, as stated in past project meetings. Is this correct?
2. If SE Washington St. is now being designed as the MONROE STREET GREENWAY. The city needs to be complete SE Washington St. sidewalks (at least the Southside) from SE 42nd Ave. to SE 4444 Washington Street.
3. The Monroe Street Greenway from SE 37th Ave. will be completely developed East on Monroe St. to SE Home Street. Is this correct?

We now have over six hundred new residents coming into the Hector Campbell neighborhood. Combined with additional traffic, walkers need a safe sidewalk for all ages & abilities.

ASK, FOR A COMPLETE LINEAR GREENWAY UP SE MONROE STREET.

Bernie Stout

From: [Jennifer Garbely](#)
To: [City Council](#)
Cc: [Ann Ober](#); [Brandon Boutros](#); [OCR](#); [Joseph Royle](#)
Subject: FW: MONROE STREET GREENWAY & WASHINGTON ST ALIGNMENT
Date: Tuesday, February 27, 2024 1:05:50 PM
Attachments: [monroeST1.png](#)

Hello City Council,

Here is an response from Brandon about the Monroe Street Greenway project to Mr. Stout. Let me know if you have any questions.

Thank you,

JENNIFER GARBELY, PE
City Engineer
she/her/hers
D: 503.786.7534 C: 503.927.9432
City of Milwaukie
10501 SE Main St • Milwaukie, OR 97222

From: Brandon Boutros <BoutrosB@milwaukieoregon.gov>
Sent: Tuesday, February 27, 2024 10:01 AM
To: Bernie Stout <usabs1@nethere.com>
Cc: OCR <OCR@milwaukieoregon.gov>; campbellneighbors@gmail.com; Jennifer Garbely <GarbelyJ@milwaukieoregon.gov>
Subject: RE: MONROE STREET GREENWAY & WASHINGTON ST ALIGNMENT

Good Morning Bernie Stout,

To answer your questions:

1. Along the Seven Acres property is the "new cycletrack" and the cyclist (ONLY) will proceed up SE Washington Alignment, as stated in past project meetings. Is this correct?
 - The Seven Acres Property has a cycletrack with a sidewalk along its frontage for all cyclists and pedestrians to proceed along the Monroe Greenway between the Monroe/Oak intersection and the 37th/Washington intersection as shown on the map.
2. If SE Washington St. is now being designed as the MONROE STREET GREENWAY. The city needs to be complete SE Washington St. sidewalks (at least the Southside) from SE 42nd Ave. to SE 4444 Washington Street.
 - Thank you, that is correct. As we proceed with the design for this project, we will include ADA compliant sidewalks and ramps from the 37th/Washington intersection to either Garrett Drive or Ada Lane (still to be determined) and onward to Monroe Street.
3. The Monroe Street Greenway from SE 37th Ave. will be completely developed East on Monroe St. to SE Home Street. Is this correct?
 - This is not the current plan. The Monroe Street Greenway is planned to follow the alignment shown on the map you attached. However, we do plan to extend the sidewalk at 42nd/Monroe to Home/Monroe.

I hope this answers your questions, please let me know if you have any comments/questions/concerns.

Sincerely,

Brandon Boutros, PE
Civil Engineer
City of Milwaukie
O: (503)786-7541
10501 SE Main Street • Milwaukie, OR 97222

Disclosure Notice: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

From: Bernie Stout <usabs1@nethere.com>
Sent: Tuesday, February 27, 2024 8:58 AM
To: Brandon Boutros <BoutrosB@milwaukieoregon.gov>
Cc: OCR <OCR@milwaukieoregon.gov>; campbellneighbors@gmail.com
Subject: MONROE STREET GREENWAY & WASHINGTON ST ALIGNMENT

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Tuesday, February 27, 2024

-

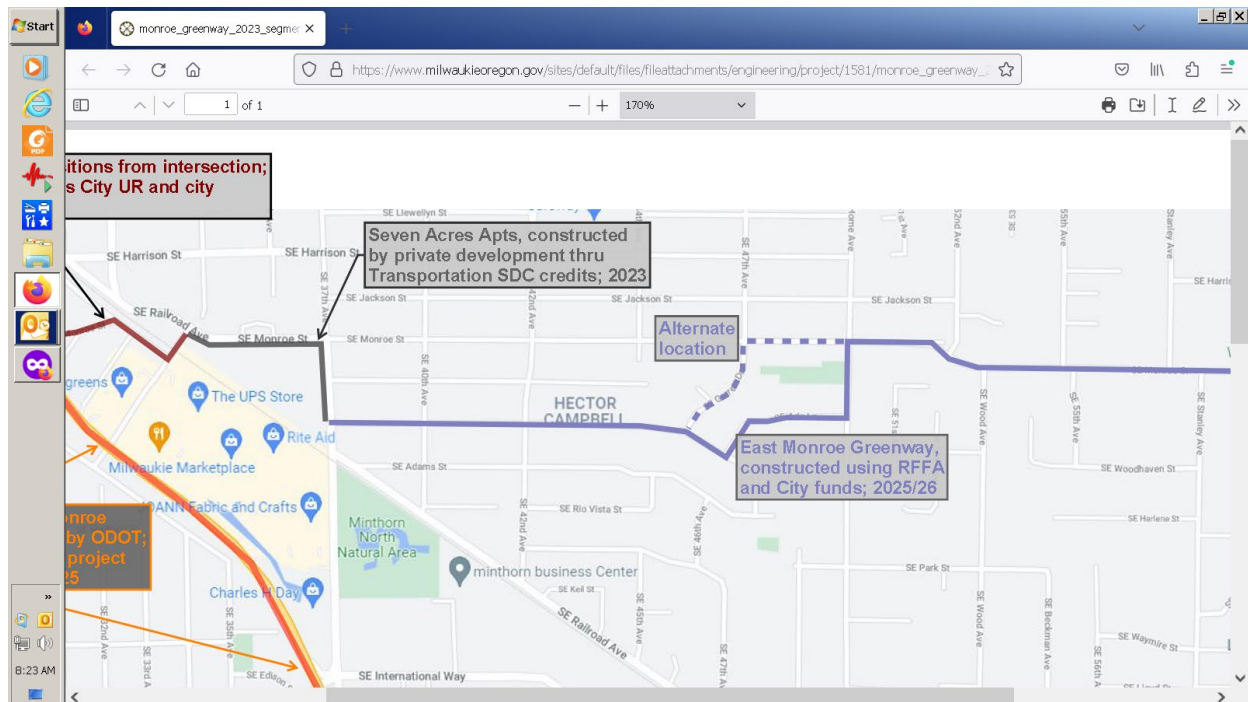
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MONROE STREET GREENWAY & WASHINGTON ST ALIGNMENT

DEFINITION OF A GREENWAY – **A LINIEAR PARK**

"The East Segment runs from 34th Avenue to Linwood Avenue. It will run along the Seven Acre Apartments and turn onto 37th Avenue and Washington Street for a safer route with fewer cars and pass Homewood Park and Wichita Park on the way to the edge of the city on Linwood Avenue. The Seven Acre Apartments are constructing the part along their border and the city has worked with ODOT and Metro to supply approximately \$700,000 and \$3.15 Million dollars (Regional Flexible Funding Allocation: RFFA), respectively, to this segment. The Seven Acre Apartments is completing their part in 2023. ODOT and Milwaukie are selecting a designer and this segment is scheduled to be constructed in 2025-2026."

<https://www.milwaukieoregon.gov/communitydevelopment/monroe-street-neighborhood-greenway-concept-design>



Please clarify this design shown on map.

1. Along the Seven Acres property is the "new cycletrack" and the **cyclist (ONLY)** will proceed up SE Washington Alignment, as stated in past project meetings. Is this correct?
2. If SE Washington St. is now being designed as the MONROE STREET GREENWAY. The city needs to be complete SE Washington St. sidewalks (at least the Southside) from SE 42nd Ave. to SE 4444 Washington Street.
3. The Monroe Street Greenway from SE 37th Ave. will be completely developed East on Monroe St. to SE Home Street. Is this correct?

We now have over six hundred new residents coming into the Hector Campbell neighborhood. Combined with additional traffic, walkers need a safe sidewalk for all ages & abilities.

ASK, FOR A COMPLETE LINEAR GREENWAY UP SE MONROE STREET.

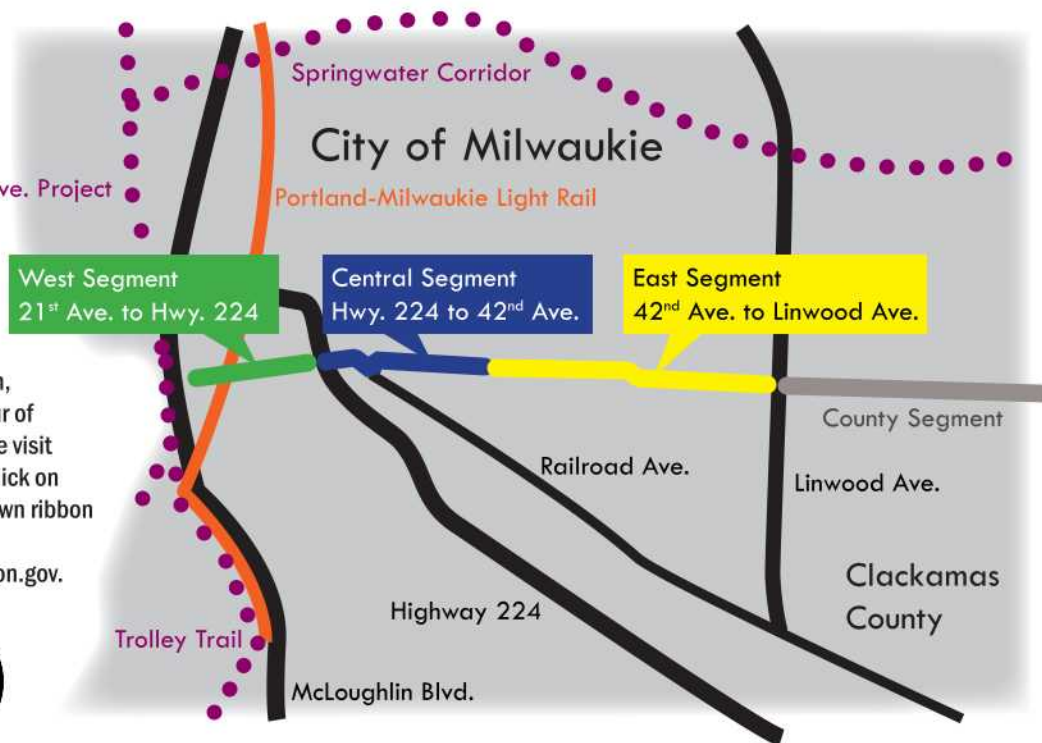
Bernie Stout



Monroe Street Neighborhood Greenway Concept Plan

PLANNING DEPARTMENT - PROJECT MANAGER BRETT KELVER - 503-786-7657

For more information, including a video tour of the segments, please visit the project page -- click on PROJECTS in the brown ribbon at our homepage www.milwaukieoregon.gov.



The City of Milwaukie is planning safety improvements on Monroe Street, and we need your input.

Monroe Street is an important east-west route across Milwaukie, connecting several Neighborhoods and Downtown Milwaukie. It is identified in the City's Transportation System Plan (TSP) as a potential "Neighborhood Greenway."

Neighborhood Greenways

Neighborhood Greenways are low-traffic, low-speed routes that provide safe, quiet routes for motorists, pedestrians, and bicycles. Neighborhood Greenways often include improvements that reduce vehicle speeds (for example, with curb extensions or mini traffic circles), which makes them safer and more inviting for neighbors, walkers, and bikers, while also reducing cut-through traffic from outside the neighborhood.

Concept Plan

The City has secured a State grant to create a Concept Plan that defines Neighborhood Greenway improvements along Monroe Street from 21st Avenue to Linwood Avenue (Milwaukie's eastern boundary). The project team is engaging residents - especially those who live along Monroe Street - and other interested parties to assess current challenges and needs, evaluate best practices that aim to address those needs, and develop design options for the community to consider. Monroe Street has distinct characteristics in different segments of the study area, and the Concept Plan will be tailored to address the different conditions.

MORE INFORMATION ON REVERSE

Project Timeline

- Dec 3rd 2014 - Public Workshop #1
- Feb 2015 - Public Workshop #2
- Feb 2015 - Draft Concept Plan Review & Comment
- March 2015 - Draft Concept Plan to City Council
- April 2015 - Prepare Final Concept Plan for Adoption
- May/June 2015 - Planning Commission & City Council Adoption
- Seek Funding for Design and Construction

Public Input

Policy Formation/Public Testimony

CONTACT INFORMATION

Project Manager Brett Kelter
P) (503) 786-7657
E) kelterb@milwaukieoregon.gov

For more information, please visit www.milwaukieoregon.gov.

Advisory Committee and Public Workshops

A Project Advisory Committee (PAC) has been formed to help guide the plan. The PAC includes representatives from the City's Neighborhood Associations, local bike advocates, the City's Public Safety Advisory Committee, and technical advisors who will meet throughout the project to review and discuss drafts of the Concept Plan.

In addition, the project team will hold two Public Workshops to present information to the larger community and get input and perspective from residents and others who use Monroe Street. **The first workshop will be held on Wed., Dec. 3, 2014, at 6 p.m., in the Public Safety Community Room, 3200 SE Harrison St., and will present existing conditions and potential design elements that could be included in the Concept Plan. The second workshop, forecasted for early February 2015, will incorporate the input gained at the first workshop and from the PAC and will present a range of options for feedback.**

How you can get involved

We welcome your participation and perspective to help shape the future of a safer Monroe Street. Even if you do not live near or use Monroe Street yourself, what we learn as a community through this project can be applied in the future to some of the other designated Neighborhood Greenway routes in Milwaukie.

If you are interested in the project, please attend the public workshops or contact Brett Kelter, the project manager in the Planning Department, who can put you in touch with the appropriate PAC member to communicate your concerns. Brett is available by phone at 503-786-7657 or e-mail at kelterb@milwaukieoregon.gov.



Project Advisory Committee (PAC)

Community Representatives

Historic Milwaukie Neighborhood District Association (NDA)

Ardenwald NDA

Hector Campbell NDA

Linwood NDA

Bike Milwaukie

Public Safety Advisory Committee

Clackamas Co. Ped/Bike Advisory Committee

Technical Advisors

Clackamas Co. Planning Department

Clackamas Fire District No. 1

City of Milwaukie Engineering

City of Milwaukie Public Works
(Streets & Stormwater)

Oregon Department of Transportation

Milwaukie City Council liaison

Monroe Street Neighborhood Greenway Concept Plan

PLANNING DEPARTMENT • PROJECT MANAGER BRETT KELVER • 503-786-7657



The City of Milwaukie
is planning safety
improvements on
Monroe Street, and
we need your input.

SAVE THE DATE!

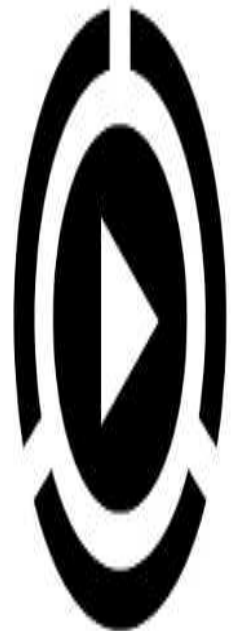
First Public Workshop:

Wed., Dec. 3rd, 6 p.m.

Public Safety Community Room
3200 SE Harrison St.

Review of existing conditions and
discussion of design elements that
could be included in the Concept
Plan for improvements.

For more information, including a
video tour of the segments, please
visit the project
page -- click
on PROJECTS
in the brown
ribbon at our
homepage
www.milwaukieoregon.gov.



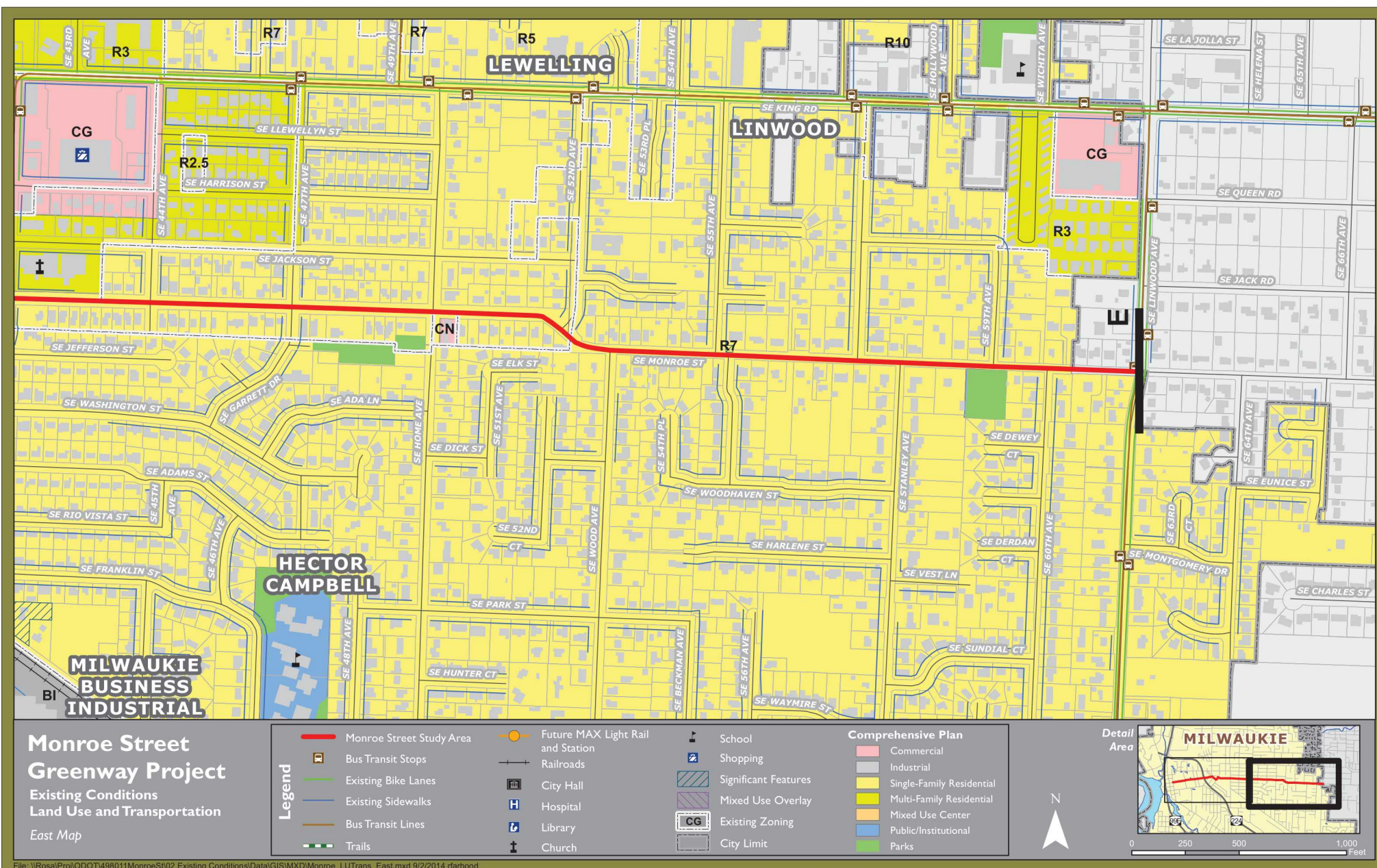
Possible site-specific improvements could include curbing, sidewalks, mini traffic circles, curb extensions, speed humps, pavement markings, and crossing signals.

Monroe Street Greenway

Corridor Characteristics

| Section A SE 21 st Avenue to OR 224 | Section B OR 224 to SE Oak Street | Section C UPRR Railroad Crossing | Section D SE Railroad Avenue to SE 42 nd Avenue | Section E SE 42 nd Avenue to SE Linwood Avenue |
|--|---|---|---|--|
| <p>Industrial/residential</p> <p>50' elevation gain west to east (2.4% grade)</p> <p>Width: 28-40' curb-to-curb</p> <p>Parking on S side only, except for one double-sided block</p> <p>Narrow (4-5') sidewalks on both sides</p> <p>No sharrows; centerlines are present</p> <p>25 mph speed limit</p> <p>Future MAX Crossing at 23rd</p> <p>Major signalized crossing at OR 224 with pedestrian timer buttons but no bicycle-activated buttons or pavement loops</p> <p>VOLUME/SPEED: Westbound at 25th 956 vehicles/day; 88 vehicles/hour average during peak hour Average speed: 19 mph; 85th % Speed: 23 mph</p> | <p>Office/residential</p> <p>Flat terrain</p> <p>Width: 40' curb to curb</p> <p>Parking on both sides</p> <p>Narrow (4-5') sidewalks (Campbell Street south side only)</p> <p>No sharrows; centerlines are present</p> <p>25 mph speed limit</p> <p>Median island near Oak Street</p> <p>Jog in route at Campbell Street</p> <p>Skewed intersection at Penzance Street</p> <p>VOLUME/SPEED: No official counts Perceived light traffic</p> | <p>Vacant land</p> <p>Flat terrain</p> <p>No on-street parking</p> <p>Pinch point at RR crossing, 11-13' lane width</p> <p>Asphalt or concrete sidewalks (6') on both sides</p> <p>No sharrows; centerlines are present</p> <p>25 mph speed limit (unsigned)</p> <p>Series of jogs in route</p> <p>Complex T-junction at east end with Oak Street</p> <p>Rail crossing is connectivity barrier –includes median islands and wayside horns</p> <p>Improvements require Union Pacific involvement</p> <p>VOLUME/SPEED: No official counts Presumably busiest section of corridor on Oak Street</p> | <p>Residential</p> <p>56' elevation gain west to east from 37th to 40th (6.6% grade)</p> <p>Width: 33' curb to curb</p> <p>Parking on N side only</p> <p>Narrow (4') uphill bike lane on EB side; sharrows on downhill WB side; centerlines are present</p> <p>Narrow (4-5') sidewalks on both sides</p> <p>25 mph speed limit</p> <p>VOLUME/SPEED: Westbound at 35th: 2,604 vehicles/weekday; 203 vehicles/hour average during peak hour Average speed: 27 mph 85th % speed: 31 mph Eastbound at 40th: 1,882 vehicles/weekday, 138 vehicles/hour during peak hour Average speed: 26 mph; 85th % speed: 30 mph</p> | <p>Residential, rural character</p> <p>Rolling hills</p> <p>Width: 22 to 25' (pavement width)</p> <p>Gravel shoulders in some locations; no sidewalks or curbs</p> <p>Intermittent sharrows; centerlines are present</p> <p>25 mph speed limit</p> <p>VOLUME/SPEED: Eastbound at 44th: 1,385 vehicles/day; 166 vehicles/hour average during peak hour Average speed: 21 mph; 85th % speed: 25 mph Eastbound at 58th: 2,044 vehicles/day; 181 vehicles/hour during peak hour Average speed: 21 mph; 85th % speed: 28 mph</p> |
| Comparable Greenways SE Clay Street, Portland SE Ankeny Street, Portland NE Hancock Street, Portland | Comparable Greenways NE Going Street, Portland | Comparable Greenways SE Bush at 136 th , Portland SE Division at 87 th , Portland NE Going at 33 rd , Portland | Comparable Greenways NE Klickitat Street, Portland SE Gladstone Street, Portland NE Tillamook Street, Portland | Comparable Greenways SW Maplewood Rd, Portland SW Sunset Blvd, Portland SE Woodward Street, Portland SE Mill Street, Portland |







Monroe Street Neighborhood Greenway Update - Spring 2016

On **December 1, 2015**, the Milwaukie City Council adopted a **Concept Plan** for the **Monroe Street Neighborhood Greenway**. The adoption capped off a year-long process to develop the plan based on input from across the community. The result is a document that will guide the City's next steps in establishing Monroe Street as a safe, multi-modal transportation route that connects the riverfront and downtown Milwaukie with the residential neighborhoods and commercial areas as far east as 82nd Avenue and the I-205 corridor.

Safety Improvements on Monroe Street

Monroe Street is an important east-west route across Milwaukie. The City's Transportation System Plan (TSP) designates Monroe Street as a Neighborhood Greenway—a low-traffic, low-speed route that provides a safe, quiet route for motorists, pedestrians, and bicycles. Neighborhood greenways usually include improvements that reduce vehicle speeds (for example, curb extensions or mini traffic circles), which makes them safer and more inviting for neighbors, walkers, and bikers.

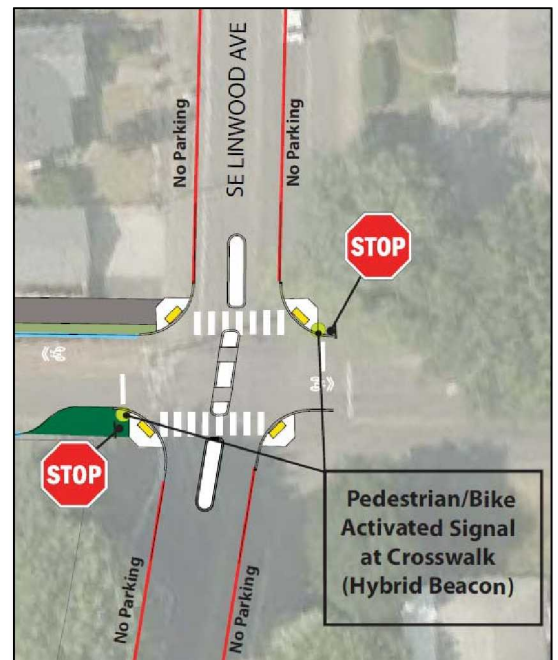
The Monroe Street route presents a number of challenges. There are dangerous crossings at Highway 224, the Union Pacific Railroad line, and Linwood Avenue. The eastern section, between 42nd Avenue and Linwood Avenue, has almost no sidewalk or safe pedestrian facilities. And traffic volumes between Oak Street and 37th Avenue in particular are much higher than those recommended to create a neighborhood greenway that feels safe for all users. **At certain key intersections, measures are being proposed that would limit vehicle access by diverting traffic** onto other streets designed to handle higher volumes.

In the Concept Plan, diverters are proposed at three key intersections on Monroe Street:

- ❖ Highway 224
- ❖ 42nd Avenue
- ❖ Linwood Avenue

In all three cases, the diverters would effectively make Monroe Street a “right-in/right-out only” facility for all or part of the intersection. An example of the diverter proposed for Monroe Street at Linwood Avenue is shown in the adjacent illustration.

By eliminating left turns and preventing vehicles from going straight through the intersection, diverters like this one would certainly be inconvenient for some vehicle trips, and some residents would have to adjust their usual routes. But there are **trade-offs** to be gained as well, in reducing cut-through trips, improving intersection safety, and shortening the unprotected crossing distance for pedestrians and bicycles. Overall, neighborhood greenway improvements like the proposed diverters will make Monroe Street a quieter, safer street for the people who live and travel on it.



Proposed traffic diverter at Monroe St & Linwood Ave

Monroe Street Neighborhood Greenway Concept Plan



Next Steps

In the resolution that adopted the Concept Plan in December 2015, the Council provided direction for the next steps toward implementing the proposed vision for the Monroe Street Neighborhood Greenway, including the pursuit of funding opportunities to further design and build the highest priority elements in the plan. Council has directed staff to hold a public worksession in the first half of 2016 to focus on developing a comprehensive list of additional information and data that will be needed to model and better understand the potential impacts of the proposed traffic diverters. A meeting date has not yet been scheduled, but an announcement will be made as soon as that information is available.

No construction related to the Monroe Street Neighborhood Greenway is scheduled at this time. The City has not yet identified funding sources for any of the recommended improvements. More detailed engineering design will be needed prior to any actual construction being initiated, and the City will publicize the design drawings before they are finalized.

In the meantime, if you have any **questions** about the Monroe Street Neighborhood Greenway, please **contact the project manager** in the Planning Department. Associate Planner **Brett Kelter** can be reached by phone at (503) 786-7657 or via e-mail at kelterb@milwaukieoregon.gov.

Materials and information, including the adopted Concept Plan, are available on the City's website: <http://www.milwaukieoregon.gov/planning/monroe-street-neighborhood-greenway-concept-plan>



From: [Bernie Stout](#)
To: [OCR](#)
Cc: [cmsh@neighbor@gmail.com](#); [Jennifer Gabely](#)
Subject: FW: MONROE STREET GREENWAY
Date: Tuesday, February 27, 2024 1:37:09 PM
Attachments: [monroe.pdf](#)
[We sent you safe versions of your files.mso](#)
[Monroe Street Neighborhood Greenway Two Pages.pdf](#)
[MONROE Street House Smart, Inside.pdf](#)
[Monroe Gender Characteristics and Map.pdf](#)
[CCC Open House summary final_16March2016.pdf](#)

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

This Message originated outside your organization.

To the City of Milwaukie:

The following response does not align with previous information. Please see attached.

At numerous meetings I was assured that the plan would include the section in #3.

Good Morning Bernie Stout,

To answer your questions:

1. Along the Seven Acres property is the “new cycletrack” and the cyclist (ONLY) will proceed up SE Washington Alignment, as stated in past project meetings. Is this correct?
 - The Seven Acres Property has a cycletrack with a sidewalk along its frontage for all cyclists and pedestrians to proceed along the Monroe Greenway between the Monroe/Oak intersection and the 37th/Washington intersection as shown on the map.
2. If SE Washington St. is now being designed as the MONROE STREET GREENWAY. The city needs to be complete SE Washington St. sidewalks (at least the Southside) from SE 42nd Ave. to SE 4444 Washington Street.
 - Thank you, that is correct. As we proceed with the design for this project, we will include ADA compliant sidewalks and ramps from the 37th/Washington intersection to either Garrett Drive or Ada Lane (still to be determined) and onward to Monroe Street.
3. The Monroe Street Greenway from SE 37th Ave. will be completely developed East on Monroe St. to SE Home Street. Is this correct?
 - This is not the current plan. The Monroe Street Greenway is planned to follow the alignment shown on the map you attached. However, we do plan to extend the sidewalk at 42nd/Monroe to Home/Monroe.

I hope this answers you questions, please let me know if you have any comments/questions/concerns.

Sincerely,

Brandon Boutros, PE

Civil Engineer

City of Milwaukie

O: (503)786-7541

10501 SE Main Street • Milwaukie, OR 97222

From: Brett Kelver [mailto:KelverB@milwaukieoregon.gov]
Sent: Tuesday, November 03, 2020 7:04 PM
To: Bernie Stout (usabs1@nethece.com)
Cc: Milwaukie Planning; OCR; Scott Stauffer
Subject: RE: MONROE STREET GREENWAY

Bernie,

I took a look back at our files for the Monroe Street Neighborhood Greenway project and found a few things that might satisfy your interest, though I don't see as much as I thought might be there. I think that may be in large part to the fact that our consultant team (from CH2M Hill, at the time) produced some of the presentation materials (such as large-format boards for easel display) and we did not end up with all of their electronic files.

I am attaching some of the primary outreach materials we generated for the project, including a corridor map file that probably was printed out in large scale and on display at one of the public meetings. The other flyers and info pieces do represent how we portrayed the project.

There's a corridor map file that is far too large to attach (it's over 100 MB in size), but I've pasted the image below for reference.

For what it's worth, I think that some of the large-format images we provided at some of the later public events were probably blow-ups of sections of the near-final Concept Plan document itself. You probably have already seen the final Concept Plan online, available here: https://www.milwaukieoregon.gov/sites/default/files/fileattachments/planning/page/42431/monroest_greenwayfinalplan_plan_only_for_web_0.pdf

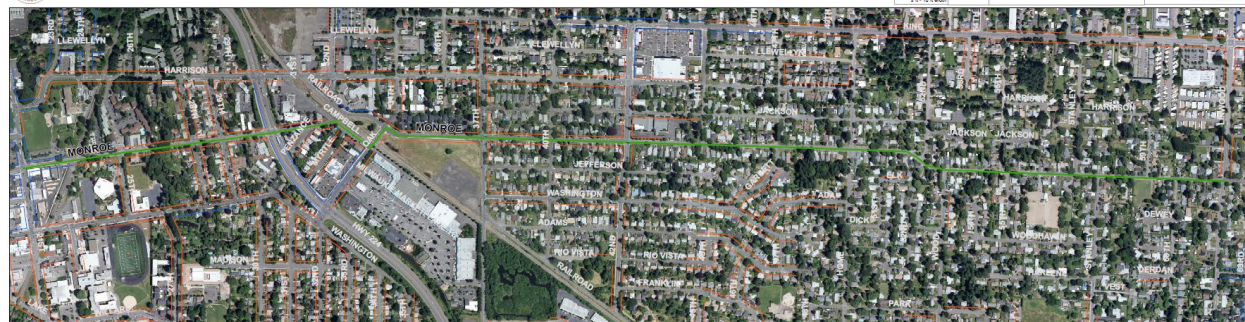
We also tried to put a lot of the evolving information for the project up on the project website, which I think you can still access online here: <https://www.milwaukieoregon.gov/planning/monroe-street-neighborhood-greenway-concept-plan>. The webpage is a repository for most of the material that we generated for the project and is a good resource to explore if you haven't seen it in your past searches.

I hope this helps with what you're trying to pull together. Please let me know if you have questions about any of the links or attached documents. It's been a number of years now since I worked on the project, so my memory is a little dusty but I'll try to recall more if needed.

BRETT KELVER, AICP
Associate Planner
he/tim/phs



Monroe Street Neighborhood Greenway



From: Scott Stauffer <StaufferS@milwaukieoregon.gov>
Sent: Monday, November 2, 2020 2:02 PM
To: Brett Kelver <KelverB@milwaukieoregon.gov>
Cc: Milwaukie Planning <Planning@milwaukieoregon.gov>; OCR <OCR@milwaukieoregon.gov>
Subject: FW: MONROE STREET GREENWAY

Hi Brett – I think you'd be the best staff person to respond to this request. Is that true?

If so, please see the records request below and respond directly to the requestor; an initial acknowledgement will be sent momentarily, let us know if we may be of further assistance. Please copy 'Milwaukie OCR' on any communication with the requestor. Thank you!

Scott Stauffer
City Recorder
p 503.786.7502
City of Milwaukie

From: Bernie Stout <usabs1@nethece.com>
Sent: Monday, November 2, 2020 1:07 PM

To: Scott Stauffer <StaufferS@milwaukieoregon.gov>
Subject: MONROE STREET GREENWAY

This Message originated outside your organization.

Monday, November 02, 2020

Dear Scott Stauffer,

Request for information on the 2014 – 2015 Monroe Street Greenway outreach information.

1. At public meetings Large Placards on easels had drawings of each section from downtown to SE Linnwood.
2. Handouts provided to the public
3. Any detailed drawings of the Monroe Street Greenway

Hoping you can just email the images.

Thank you

Bernie Stout

usabs1@nethere.com

53-593-2973

The City of Milwaukie remains open for business. In response to the COVID-19 pandemic, all facilities except the Public Safety Building and the Ledding Library are closed to the public. The Ledding Library is offering pick-up service for holds placed online or over the phone from 10-5:30 Monday-Saturday. Many of our staff members are working remotely. Staff members working in city buildings and in the field are continuing to observe social-distancing guidelines and to wear face coverings to help keep each other, and our community, safe. For general inquiries, please visit <https://www.milwaukieoregon.gov/contact> or call us at 503-786-7555 to be connected to an operator at City Hall. If your call is not answered, please leave a message. Thank you for your patience and understanding.

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by Mimecast Ltd.

Friday, March 01, 2024

Dear Scott Stauffer,

Please include this letter & article to the Monroe
Street Greenway Archive.

Thank you,

Bernie Stout

SAME DELIVERED FOR
BRANDON BOUTROS & JENNIFER GARBEY

Friday, March 01, 2024

Dear Brandon Boutros and Jennifer Garbely

Please include this Clinton Greenway December 22, 2015 article. It is my hope that the City of Milwaukie does not make some of the same mistakes on the Monroe Street Greenway project.

Perhaps there should be another look at diverters on the Monroe Street Greenway at SE 37th Avenue and SE 42nd Avenue as in the original plan.

Bernie Stout

Clinton Greenway education effort gets mixed reviews

Officers stop drivers and cyclists; one advocate says they missed the point

By JENNIFER ANDERSON
The Tribune

Portland Police issued 35 citations and 25 warnings last Tuesday as part of a daylong enforcement mission along the Clinton Neighborhood Greenway.

Police stopped a total of 45 people driving cars and 15 people riding bicycles.

With each traffic stop, officers also distributed Vision Zero pamphlets with information about safe travel for people who walk, bike and/or drive.

The effort was intended as an education campaign to improve safety along the greenway, where the Portland Bureau of Transportation will install two traffic-calming diverters in early January.

Portland Bureau of Transportation (PBOT) officials had said police would be on the lookout for violations including unsafe passing, speeding, aggressive driving and non-compliance with stop signs.

Instead, they stopped just one person for speeding, and there were no violations for unsafe passing or aggressive driving.

That's disappointing, says Betsy Reese, a Clinton neigh-



PBOT's new signs along the Clinton Neighborhood Greenway carry four slogans: "We built this to encourage walking and biking," "Thanks for traveling with care," "Welcome to our Neighborhood Greenway," and "Greenways are not cut-through streets."

TRIBUNE PHOTO:
JENNIFER ANDERSON

RS316

unsafe passing or aggressive driving.

That's disappointing, says Betsy Reese, a Clinton neighbor and bike safety advocate.

"In my opinion, unsafe passing of bicyclists by motor vehicle drivers is the most important behavior to enforce on the Clinton Greenway," Reese says. "Officers did not station themselves at locations to observe this behavior, and often don't know how to recognize it when they see it."

Reese says she and other neighbors specifically requested that PBOT educate drivers about the diverters before their installation.

She doesn't feel last week's enforcement effort achieved that goal. For instance, officers could have located between 27th and 29th avenues, she says — a common place for aggressive and unsafe passing because cyclists go slowly up the steep hill.

Instead, officers located at a stop sign and gave out 26 stop sign violations — including many cyclists for not coming to a complete stop with their foot on the ground.

That's "like shooting fish in a barrel," Reese says, and "not achieving the education about the diverters, which was the whole intention."

The enforcement effort also included one felony warrant arrest, 17 equipment violations, five driving uninsured/failure to carry proof of insurance, two seatbelt violations, two driving while suspended, and one hit-and-run investigated, among other violations.

One of the traffic-calming devices the city plans to install will be a median diverter on Clinton at 17th Avenue, sitting in the middle of the street like at other spots around the city, including 20th Avenue at Harrison and Ankeny.

The other will be a "semi diverter" at 32nd Avenue, consisting of old planters that had been used on the downtown mall.

The planters will block through-traffic on Clinton, breaking it into smaller chunks of road for local access, to make it less attractive as a through-route.

"There's always going to be some traffic that tries to go around it, but our experience with using diverters for protecting neighborhood greenways is it's really effective," says PBOT project manager Rich Newlands.

PBOT officials will monitor the semi-diverter at 32nd Avenue for six months and then make it permanent, Newlands says.

The diverters will cost \$10,000 to construct and install.

As to why the traffic-calming measures on Clinton didn't happen sooner, Newlands says: "We really did have to have a public conversation about how these were going to work first."

At this point, he says, "We want to first hone the process, create a template for these projects, which Clinton is attempting to do. After we've had the chance to evaluate the Clinton project late next spring, we'll be in a better position to move forward with (other greenway) projects."

The 22 new signs along Clinton, installed by PBOT last week, were designed to discourage motor vehicles.

Activists are "cautiously optimistic" about the improvements, says Soren Impey, direct action coordinator for BikeLoudPDX, the advocacy group that's been calling for changes for the past year.

"Many of our members and others who bike commute have told us they've had negative experiences with illegal close passing, speeding and other issues," he says. "We look at it as a stepping stone to improving other greenways in Portland. Hopefully this will be a model."

West of Southeast Cesar Chavez Boulevard, data shows

that automobile volumes on Clinton reach as high as 3,000 cars per day, as drivers use the greenway as a cut-through route from Southeast Powell Boulevard or Division Street.

PBOT's ideal volume for a neighborhood greenway is 1,000 vehicles per day.

In August PBOT issued its "Portland's Neighborhood Greenways Assessment" report, prompting the Clinton pilot recommendations and a lot of discussion about how to reclaim greenways to serve their original purpose — as safe, calm neighborhood streets that prioritizes walking and biking over car travel.

With the Greenways Assess-

ment report as a blueprint for action, Impey says, "We're excited to see the city finally develop some policy and plans."

Once the diverters are installed, BikeLoudPDX will hold a community event or celebration to highlight the changes to Clinton, Impey says.

Moving forward, BikeLoudPDX has asked for additional improvements, including more traffic-calming measures between Southeast 20th and 26th avenues and a pedestrian plaza at the large intersection at 26th avenue.

PBOT has both of items listed in its Phase 2 plans.

@jenmomanderson

STREET.
TRIBUNE PHOTO:
JENNIFER ANDERSON

Flowing with
elegance.



Waterfall Pendant with Opal Inlay and
Diamonds in 14K Yellow Gold from \$1,499

Chain included • Also available in 14K White Gold

Matching Earrings available



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NaHoku.com

540435.12215

To: Milwaukie City Council

From: David Chitsazan, Milwaukie Resident (in his personal capacity)

Re: Palestine Proclamation

Date: March 5, 2024

Dear City Council,

Apologies for not being at city council to present this, but I would like to provide an update to the proposed proclamation (attached 'Proposed Palestine Proclamation v3'). Previously I mentioned 20,000 women and children have been killed, which should be updated to 25,000 as of February 29, 2024 (source: US Defense Secretary Lloyd Austin). To give a perspective of the difference of 5,000 women and children, Milwaukie's demographics are 18% children under the age of 18, or ~4,000 children, so an entire Milwaukie Oregon's worth of children killed. Tragic numbers.

I also want to mention a personal story. My father, an Iranian, immigrated to the United States in the late 70s, just before the Iranian revolution. And when the revolution occurred, he was cut off from friends/family/etc... and ostracized from the community for an action that was no fault of his own. Here we are 40+ years later, and I want to make sure Middle Eastern Americans, especially Palestinian Americans, are given a much more progressive form of comfort and support from our community.

I hope that the city will adopt the proposed resolution. Let me know if you have any questions, and thank you very much for listening.

Sincerely,

David

P.S. I'll continue to say it... don't be someone Harriet Tubman would have shot 😊.

***Proposed* PROCLAMATION**

A Proclamation in Opposition to the Israeli Defense Forces (“IDF”) and in Support of the Palestinian People.

WHEREAS invading a neighboring country, killing its civilian population, and destroying the infrastructure and cultural richness of that country is never to be countenanced; and

WHEREAS the IDF initiated unwarranted acts of aggression against Palestine in 2014, by killing over 2,000 Palestinians¹; and

WHEREAS the IDF forces have targeted civilians, committing crimes against humanity, to include attacking every hospital in Gaza, killing at least ~~20,000~~ **25,000** women and children², and blocking of routes for fleeing refugees, demonstrating an utter lack of regard for human life and dignity; and

WHEREAS on this, the 137th day of the war ravaging their cities and towns, the Palestinian people remain steadfast in their defense of their homeland, having earned the admiration of people around the world; and

WHEREAS Milwaukie is home to many Palestinian families and congregations who have family in Palestine or as refugees around the world for whose lives and freedom they are deeply concerned.

NOW, THEREFORE, I, Lisa Batey, Mayor of the City of Milwaukie, a municipal corporation in the County of Clackamas, in the State of Oregon, do declare that the City of Milwaukie joins communities across the globe, in the U.S., and locally, to condemn the attack on the sovereignty of Palestine, and stands with the people of Palestine and their right to self-determination, freedom, and democracy.

IN WITNESS, WHEREOF, and with the consent of the City Council of the City of Milwaukie I have set my hand on this 20th day of February, 2024.

¹ Source: Israeli Ministry of Foreign Affairs, mfa.gov.il/ProtectiveEdge/Documents/PalestinianFatalities.pdf.

² Source: US Defense Secretary Lloyd Austin, <https://www.aljazeera.com/news/2024/3/1/more-than-25000-women-and-children-killed-in-gaza-us-defence-secretary>



RS Agenda Item

6

Consent Agenda

COUNCIL WORK SESSION

City Hall Council Chambers, 10501 SE Main Street
& Zoom Video Conference (www.milwaukieoregon.gov)

MINUTES**FEBRUARY 6, 2024**

Council Present: Councilors Adam Khosroabadi, Rebecca Stavenjord, Council President Robert Massey,
and Mayor Lisa Batey

Staff Present: Ryan Burdick, Police Captain
Justin Gericke, City Attorney
Ann Ober, City Manager

Emma Sagor, Assistant City Manager
Scott Stauffer, City Recorder

Mayor Batey called the meeting to order at 4:02 p.m.

1. 2023 Criminal Justice Commission (CJC) STOP Data – Discussion

Burdick explained what activities were included in the statistical transparency of policing (STOP) data, how it was presented, and reviewed the results which showed that Milwaukie Police Department (MPD) had no disparities or concerning outcomes. **Ober** expanded on how STOP data was collected and how police departments addresses concerning STOP data results when they come up.

The group discussed the search finding analysis of the data, explaining what it is, what it looks for, what qualifies a search to be tracked, the types of searches included, and some of the results of other cities. The group also commented on the number of agencies that participate in the STOP data collection.

The group discussed how race was identified during a stop and whether changes should be made so that those being stopped were not being racially identified based on the perception of the officer making the stop.

Councilor Stavenjord asked how STOP data was tracked during multi-agency operations. **Burdick** explained that the location of the traffic stop was tracked when an officer enters STOP data and noted that staff would look into clarifying how the agency that issued the citation is identified in the STOP data.

Ober noted that the data would be shared with the Equity Steering Committee (ESC) and **Mayor Batey**, **Burdick**, and **Ober** commented on where the information was made available to the public.

2. Houseless Support Services Update – Report

Ober reminded Council of previous conversations held around houseless support services and explained that from those conversations staff had prioritized support services based on the highest need to the city first, then previously funded items or items that had been heavily discussed, and lastly a request received from Providence Milwaukie Hospital. **Ober** shared that staff had submitted five applications to Clackamas County for grant funding based on these prioritizations.

Ober explained that the first county grant would fund a cooling center at the library, detailing how the funds would be delegated. The second grant would address funding for the city's Behavioral Health Specialist to connect those in need with housing services.

Currently Central City Concern had been supplying a staff person to provide this service, but they were unable to continue to provide consistent service.

Ober explained that the third grant would provide rental and utility assistance for Milwaukie residents and for a full-time employee (FTE) at the Clackamas Service Center that would connect residents with the assistance benefits. The group discussed the Clackamas Service Center and hope for the future of the partnership.

Ober shared that the fourth grant would fund an FTE that would connect people leaving Clackamas County Sheriff Office's 23-hour stabilization center in the North Milwaukie Innovation Area (NMIA) with additional support services. **Ober** and **Councilors Khosroabadi and Stavenjord** discussed what the funds would be used for.

Ober explained that the final grant came about because of conversations with Providence Milwaukie Hospital that resulted in a request to fund a position for the Better Outcomes through Bridges (BOB) program at Milwaukie Providence.

Ober asked how Council felt about the list of priorities and if there were any questions. **Councilor Khosroabadi** was hesitant to provide Providence Milwaukie with funding until the hospital addressed their plan to prevent fatal incidents like those that had previously occurred at the hospital. **Ober** explained that the hospital had moved forward with a plan that involved training for hospital staff, a plan for MPD to be able to contact hospital management if they did not agree that a patient was fit for discharge, and that the hospital was working on building better relationships with MPD and city staff. **Ober** shared how supporting the Providence program would support solutions at the hospital as well as community members. **Mayor Batey** and **Ober** discussed the city's behavioral health specialist position and how that position would absorb the role that the Central City Concern housing services member had previously filled.

Ober summarized that Council agreed on the five proposed grant fund uses and then reviewed next steps. **Councilor Massey** commented on a previous conversation had with the 23-hour stabilization center team.

3. Adjourn

Mayor Batey announced that after the work session Council would meet in executive session pursuant to Oregon Revised Statute (ORS) 192.660 (2)(h) to consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed.

Mayor Batey adjourned the meeting at 4:49 p.m.

Respectfully submitted,

Nicole Madigan, Deputy City Recorder

COUNCIL REGULAR SESSION

City Hall Council Chambers, 10501 SE Main Street
& Zoom Video Conference (www.milwaukieoregon.gov)

MINUTES

FEBRUARY 6, 2024

Council Present: Councilors Adam Khosroabadi, Rebecca Stavenjord, Council President Robert Massey, and Mayor Lisa Batey

Staff Present: Justin Gericke, City Attorney
Dan Harris, Events & Emergency Management Coordinator
Nicole Madigan, Deputy City Recorder

Ann Ober, City Manager
Peter Passarelli, Public Works Director
Emma Sagor, Assistant City Manager
Scott Stauffer, City Recorder

Mayor Batey called the meeting to order at 6:00 p.m.

1. CALL TO ORDER

A. Pledge of Allegiance.

B. Native Lands Acknowledgment.

2. ANNOUNCEMENTS

Mayor Batey announced upcoming activities including the city's 2023 volunteer of the year award, Lunar New Year events, a hearing and development screening event for children, a community conversation event on housing, an open house on engineering and transportation projects, and park clean-up events.

Councilor Stavenjord noted opportunities to celebrate Black History Month and the availability of at-home medication disposal kits at city facilities.

Council President Massey thanked the Friends of the Ledding Library (FOLL) for their continuous efforts to raise critical funds for the library.

3. PROCLAMATIONS AND AWARDS

A. None Scheduled.

4. SPECIAL REPORTS

A. None Scheduled.

5. COMMUNITY COMMENTS

Mayor Batey reviewed the public comment procedures. **Ober** reported that in follow-up to January 16 comments about the 29th Avenue Greenway there would be a staff report on the topic during the March 5 regular session.

Milwaukie residents **Elvis Clark**, **Sam Grunseth**, and **Beatrice MacLeod**, and Public Safety Advisory Committee (PSAC) Chair **Jay Panagos**, asked Council to direct staff to install stop signs on 29th Avenue and noted safety concerns for bicyclists and pedestrians.

Jacob Sherman, Planning Commission Chair, remarked on the neighborhood organizing activities in support of developing the 29th Avenue Greenway and encouraged Council to place stop signs on 29th Avenue using Safe Access for Everyone (SAFE) program funds.

6. CONSENT AGENDA

Mayor Batey removed item 6. A. 1. for separate consideration.

It was moved by Councilor Khosroabadi and seconded by Council President Massey to approve the Consent Agenda except for item 6. A. 1.

A. City Council Meeting Minutes:

1. ~~December 12, 2023, special session~~, (removed from the consent agenda)
2. December 19, 2023, work session,
3. December 19, 2023, regular session,
4. January 2, 2024, work session, and
5. January 2, 2024, regular session.

B. Resolution 5-2024: A resolution of the City Council of the City of Milwaukie, Oregon, authorizing a contract with Paul Brothers, Inc. for the Scott, Bowman-Brae, and Balfour park projects.

C. Resolution 6-2024: A resolution of the City Council of the City of Milwaukie, Oregon, authorizing a public improvement contract with 2KG Contractors, Inc. to provide construction services for the Public Safety Building (PSB) seismic retrofit project.

Motion passed with the following vote: Councilors Khosroabadi, Massey, and Stavenjord and Mayor Batey voting “aye.” [4:0]

6. A. 1. Approval of the December 12, 2024, City Council special session minutes.

Mayor Batey noted that in response to Council request the December 12 minutes had been revised and a redline copy of the updated minutes had been provided to Council.

It was moved by Councilor Stavenjord and seconded by Councilor Khosroabadi to approve the City Council December 12, 2023, special session minutes as revised. Motion passed with the following vote: Councilors Khosroabadi, Massey, and Stavenjord and Mayor Batey voting “aye.” [4:0]

7. BUSINESS ITEMS

A. Summer Events Update – Discussion (continued)

Sagor noted previous discussions about summer events, distributed updated community engagement survey results on summer events, and summarized staff’s proposal to replace the Carefree Sunday Carefree Sunday event with an annual summer event.

Harris reviewed the survey responses and findings, reporting that survey respondents supported smaller, active transportation, all age friendly, annual events held across the city, and respondents supported moving to an annual summer festival.

Sagor remarked on the opportunity to partner with community partners like Celebrate Milwaukie, Inc. (CMI) on a summer festival and other events and the financial benefits of budgeting for annual activities. Seasonal weather and logistical risks of holding annual summer events were noted as well as staff workload capacity considerations.

Councilor Khosroabadi, Sagor, and Harris commented on the possibility of adding a downtown parade to an annual summer festival.

Councilor Stavenjord and Mark Stehn, CMI Board, discussed CMI’s willingness to partner with the city on summer events and the historical meaning and use of “Milwaukie Festival Daze.” **Stehn** suggested CMI wanted to partner with the city on summer festivals.

Councilor Stavenjord, Sagor, and Harris remarked on the status of funding available for events in the current and upcoming biennial budgets, noting which events would receive city funds and how contracted event work was billed. They discussed the proposed financial support for community events, noting the role of neighborhood district associations (NDAs) in supporting community events, and how the survey results would inform Council and staff in running events.

Council President Massey expressed appreciation for Carefree Sunday and support for changing to a new summer festival and asked for more details about a summer event.

Mayor Batey observed that the survey results suggested it was time to move away from Carefree Sunday and remarked on whether moving to an annual summer event was the right thing to do without further discussion. **Batey** proposed that the city enhance support for existing events in 2024, including First Friday and community events, and continue the conversation on moving to an annual summer event. **Council President Massey and Mayor Batey** noted that Mayor Batey was advocating for not continuing Carefree Sunday.

Councilor Khosroabadi supported bringing back a summer festival and replacing Carefree Sunday, noted concerns about the heat of summer, and suggested the city bring back a parade. **Sagor and Khosroabadi** commented on whether staff could pull off a summer event in 2024 and how the city could expand support for existing events.

Councilor Stavenjord commented on biennial budgeting and the increasing costs of putting on events and expressed support for using city event funds to support existing community events in fiscal year (FY) 2025 while continuing to discuss a larger annual event beginning in FY 2026. **Stavenjord** proposed additional outreach to gauge support for community events.

Sagor summarized that Council supported not doing Carefree Sunday and pivoting to supporting community events in FY25 and working toward an annual event starting in FY26. **Councilor Khosroabadi and Sagor** remarked on how the Arts Committee plans for and puts on events through NDA and city grant funding.

Council President Massey and Councilor Stavenjord remarked on the direction Council was giving to end Carefree Sunday and Council's recognition that it would not micromanage staff event planning. **Sagor** commented on staff's intentions to support events in the current year. **Councilors Stavenjord and Massey, and Mayor Batey** agreed to not micromanage staff's events work.

8. PUBLIC HEARING

A. Business Registration Code Amendments – Ordinance

Call to Order: **Mayor Batey** called the public hearing on the proposed business registration code amendments, to order at 7:22 p.m.

Purpose: **Mayor Batey** announced that the purpose of the hearing was to hear the staff report and take public comment on the proposed code amendments.

Conflict of Interest: No Council member declared a conflict of interest.

Staff Presentation: **Sagor** provided an overview of the year-long conversation about whether vendors at certain community events would be required to register with the city and pay a business registration fee. Based on feedback from community stakeholder groups, staff, and Council the proposed ordinance would exempt businesses that operate at city-permitted events and block parties.

Correspondence: No correspondence on the hearing topic had been received.

Audience Testimony: No audience member wished to address Council.

Council Questions to Staff: **Councilor Khosroabadi** thanked **Ober** for waiving the business registration fee for vendors impacted by the issue in 2023.

Close Public Comment: **It was moved by Councilor Khosroabadi and seconded by Councilor Stavenjord to close the public testimony part of the business registration code amendments hearing. Motion passed with the following vote: Councilors Stavenjord, Khosroabadi, Massey, and Mayor Batey voting “aye.” [4:0]**

Mayor Batey closed the public comment part of the hearing at 7:30 p.m.

Council Decision: **It was moved by Councilor Stavenjord and seconded by Council President Massey for the first and second readings by title only and adoption of the ordinance, amending Municipal Code 5.08.110 Exclusions to exempt vendors at city-permitted events and block parties from needing to obtain a business license. Motion passed with the following vote: Councilors Khosroabadi, Massey, and Stavenjord and Mayor Batey voting “aye.” [4:0]**

Ober read the ordinance two times by title only.

Stauffer polled the Council with **Councilors Khosroabadi, Massey, and Stavenjord and Mayor Batey voting “aye.” [4:0]**

Ordinance 2239:

AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON, AMENDING MUNICIPAL CODE 5.08.110 EXCLUSIONS TO EXEMPT VENDORS AT CITY-PERMITTED EVENTS AND BLOCK PARTIES FROM NEEDING TO OBTAIN A BUSINESS LICENSE.

9. COUNCIL REPORTS

A. First Fish Herons Agreement – Update

Stauffer provided an overview of the proposal made by the Confederated Tribes of the Grand Ronde (CTGR) to seasonally place First Fish Heron artworks in Milwaukie Bay Park. An intergovernmental agreement (IGA) was being worked on and staff had anticipated having a draft for Council to consider approving soon. **Ober** noted that the North Clackamas Parks and Recreation District (NCPRD) had also reviewed the draft IGA.

Mayor Batey, Ober, and Stauffer noted that the location of the artworks in the park had been factored into the park's Phase III design plan.

B. Clackamas Cities Association (CCA) Dinner – Discussion (continued)

Mayor Batey and Ober reported that the Clackamas County Sheriff Office's 23-hour stabilization center in the North Milwaukie Innovation Area (NMIA) would not work as a location for this year's CCA dinner.

Stauffer provided a brief overview of what CCA dinners are and asked for Council feedback on where to host the dinner in June 2024. The group remarked on rental costs and layouts of private venues and the average attendance of CCA dinners.

Ober suggested the dinner topic could be houselessness, social support services, and displacement issues. The group noted a tour of the new city hall could be part of dinner.

C. Council Dinners – Discussion

Mayor Batey remarked that in the past Council had eaten together between work and regular sessions and proposed that Council look at bringing that practice back. **Ober** asked that Council meals be ordered from restaurants on Main Street and noted that warm food would be left out toward the end of work sessions might get cold. **Stauffer** noted the improved dining facilities at new city hall.

The group noted the restaurants available on Main Street. **Councilor Stavenjord** expressed concern about using public money for Council dinners and supported giving Council time to be together. **Mayor Batey** and **Ober** proposed that staff order pizza once a month for Council to see how dining together works out.

It was Council consensus to have pizza ordered once a month for Council meals.

D. Interim Council Interview Questions – Discussion (continued)

Stauffer reviewed the process to fill vacant Council position 3, which included interviews on February 13, and presented questions Council had expressed interest in asking the applicants. **Ober** noted how much time Council would have to interview each applicant.

The group reviewed and edited the proposed interview questions and Council came to consensus on four questions.

E. Legislative and Regional Issues – Discussion

Stauffer provided an update on legislation the city had been tracking during the 2024 session of the state legislature. The group discussed bills addressing Measure 110 drug re-illegalization, housing, recreational immunity, behavioral health, transportation, and emergency services response times.

Ober and **Councilors Khosroabadi and Stavenjord** remarked on a pod village for houseless community members run by Do Good Multnomah that would be opened in unincorporated Clackamas County, just outside Milwaukie city limits. There was Council consensus to invite Do Good Multnomah to provide an update on the village to Council.

Council Reports

Councilor Stavenjord reported on a community meeting with behavioral health specialists and groups and US Representative Lori Chavez-DeRemer.

Council President Massey reported on North Clackamas Watershed Council (NCWC) activities, including the development of a strategic plan and budget, and the Kellogg Dam removal project. **Ober** noted that the staff person assigned to the dam removal project would change.

Councilor Stavenjord provided updates on recent meetings and work of the city's Transportation System Plan Advisory Committee (TSPAC), Milwaukie Redevelopment Commission Community Advisory Committee (MRCCAC), and the Clackamas County Coordinating Committee (C4). **Mayor Batey** and **Councilor Stavenjord** remarked on transit service updates TriMet was looking at adding around Milwaukie.

10. ADJOURNMENT

Mayor Batey announced that Council would meet in executive session pursuant to Oregon Revised Statute (ORS) 192.660 (2)(h) to consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed.

It was moved by Council President Massey and seconded by Councilor Stavenjord to adjourn the Regular Session. Motion passed with the following vote: Councilors Khosroabadi, Massey, and Stavenjord and Mayor Batey voting “aye.” [4:0]

Mayor Batey adjourned the meeting at 8:30 p.m.

Respectfully submitted,

Scott Stauffer, City Recorder

COUNCIL SPECIAL JOINT SESSION WITH THE NORTH CLACKAMAS SCHOOL DISTRICT BOARD

City Hall Council Chambers, 10501 SE Main Street
& Zoom Video Conference (www.milwaukieoregon.gov)

MINUTES

FEBRUARY 8, 2024

Council Present: Councilors Adam Khosroabadi, Rebecca Stavenjord, and Mayor Lisa Batey

Council Absent: Council President Robert Massey

NCSD Board Present: Directors Mitzi Bauer, April Dobson Paul Kemp, Tory McVay, Glenn Wachter,
and Vice Chair Kathy Wai

NCSD Board Absent: Chair Jena Benologa

Staff Present: Ann Ober, City Manager

Joseph Briglio, Community Development Director

Emma Sagor, Assistant City Manager

Scott Stauffer, City Recorder

Mayor Batey called the meeting to order at 6:02 p.m.

1. Call to Order

2. Introductions

Council, North Clackamas School District (NCSD) Board members, Ober, and NCSD Superintendent Shay James introduced themselves.

3. City Overview – Report

Ober provided an overview of the city's organizational structure, the Milwaukie Community Vision, Council goals, strategic plan, and thanked NCSD staff for working with the city.

5. North Clackamas School District (NCSD) Overview – Report

James provided an overview of the district's organizational structure, service area, strategic plan, vision and mission, and programming.

5. Ardenwald Elementary School – Presentation

Patricia Ahrens, NCSD Executive Director of Elementary Programs, introduced Ardenwald Principal Rosina Hardy. **Hardy** introduced Ardenwald teachers Amy Miller-Knight, Bethany Miller, Sarah Powers, and Assistant Principal Colleen Sackos.

Hardy provided an overview of Ardenwald's mission, student body and staff demographics, academic and engagement growth areas, and values.

Sackos reported on Ardenwald's attendance rates, noting an improvement since last year, and explained how staff worked with families to get students to come to school.

Powers presented on literacy and learning data for Ardenwald and explained how that data informed the school's approach to teaching. **Miller-Knight** and **Messina** discussed how they structure and collaborate on teaching plans to best educate students.

Powers provided a report from Ardenwald's Parent Teacher Organization (PTO) on the family and community engagement activities held at the school.

Hardy commented on academic and engagement opportunities to build on Ardenwald's success to date.

Director Dobson remarked on the importance of setting high expectations for all students and commended Ardenwald staff for creating a welcoming environment.

Director Wachter asked about the lower rate of engagement and how the district could support Ardenwald address those scores. **Hardy** and **Powers** remarked on the negative impacts of COVID-19 on community engagement and attendance and how the school was working to better reach families.

Mayor Batey and **Hardy** clarified that PLC stood for Professional Learning Community, which referred to the development of the school's staff. **Batey**, **Sackos**, and **Messina** remarked on the impact of the pandemic on students' ability to consistently attend school.

Mayor Batey and **Powers** commented on the positive effect of community members reading to students and noted volunteer reading opportunities.

Director McVay appreciated Ardenwald staff's reference to students as scholars.

Director Kemp, **Powers**, and **Hardy** commented on what factors influenced community members and families ability to engage at school.

Councilor Khosroabadi remarked on the number of NCSD students from low-income homes and asked how the city could help advocate for services for those students.

Vice Chair Wai appreciated the work of Ardenwald's staff, remarked on the importance of continuing to find ways to be a welcoming community, and noted Councilor Stavenjord's work building community at Ardenwald.

Director Bauer appreciated the work and planning of Ardenwald staff.

Councilor Stavenjord remarked on the sense of community around Ardenwald and asked about how the city could support the school's programs. **Hardy**, **Messina**, and **Miller-Knight** suggested the school could use more after-school care resources. **Mayor Batey** noted Council was working on a letter of support for childcare resources and the group noted there was a big need and waitlist for after-school care.

6. Low-Income Housing Tax Exemption Program – Proposal

Sagor provided an overview of the existing low-home property tax exemption process the city and district had used, explained how the exemption helped to address a recognized housing need, and presented a proposal to streamline the process to allow it to renew without the city or district approving it annually.

Briglio reported on the financial impact of the program, noting the cost to the city and district, and confirmed that the property tax exemption was only for the parts of a low-income property with housing on it. **Sagor** noted that the financial impact did not involve bond funding. **McVay** and **Briglio** clarified the total impact of the exemption to the district.

Briglio highlighted pending development projects that may benefit from the exemption and positively impact Milwaukie's affordable housing supply. **Mayor Batey**, **Briglio**, and **Sagor** commented on how the tax exemption impacted owners versus renters of an exempted property. **Briglio** suggested that because of the built-out nature of Milwaukie's land there were few developments planned for the city.

Councilor Stavenjord wondered if there were opportunities for the city to partner with private entities to purchase properties for housing. The group noted that the tax

abatement would be good for 10 years if the property met the program requirements, that government-owned properties were already tax exempt, and that exempted developments could potentially bring other sources of revenue to the city and district.

Director Bauer and **Briglio** noted that for-profit developers could also partner with local government and non-profit groups to build low-income housing.

Director Kemp and **Vice Chair Wai** remarked on the benefits of being a welcoming community and engaging with low-income families.

Mayor Batey thanked staff for meeting with other taxing districts who would be impacted by the program and **Sagor** reported that no taxing district opposed the proposed program.

Sagor summarized that with Council and NCSD Board consent, staff would prepare a joint agreement for both governing bodies to consider adopting to authorize the program.

Councilor Khosroabadi supported the program and the partnership with NCSD.

Director McVay encouraged staff to think through all the details of the agreement. **Briglio** noted that the program would be revisited annually.

7. NCSD Student and Family Support Services – Report

Ivonne Dibblee, NCSD Assistant Superintendent of Education, introduced NCSD Director of Student and Family Services Jennifer Kiltow, NCSD Associate Director of Student and Family Services Barnaby Gloger, and NCSD Homeless Liaison Jalaam Roberson. **Kiltow** and **Gloger** provided an overview of the district's approach to providing support services, including a McKinney-Vento team that works with homeless children.

Roberson discussed the barriers that houseless families deal with daily, basic rights of homeless students, and what the district was doing to support homeless students.

Dibblee thanked district staff and community partners for their work to support students and families, noting the work done at the Wichita Center.

Director McVay and **Roberson** noted the importance of the Wichita Center in allowing the district to provide community resources.

Director Bauer thanked staff for their work and expressed frustration with North Clackamas Parks and Recreation District (NCPRD) Board's decision to terminate the lease for the service providers at the Wichita Center.

The group commented on the importance of the services provided at the Wichita Center.

Director Kemp and **Mayor Batey** reported hearing that NCPRD was in talks to sell the center back to NCSD and encouraged the public to contact the NCPRD Board regarding the lease.

Vice Chair Wai appreciated Roberson's work and asked about students' experience in school and what else they need. **Roberson** suggested the NCSD Board should continue to support the programs and growing the number of partnerships with agencies that provide shelter and resources.

Director Dobson remarked on a personal experience with houseless students and the need for social support services like those provided at the Wichita Center. **Roberson** expressed dissatisfaction with the NCPRD Board's decision regarding the center's lease.

Councilor Stavenjord thanked NCSD staff for their support services work and commented on an opportunity for the city and NCSD Board to work together on an

application to the county for additional support services funding. **Stavenjord** agreed with **Director Dobson** and asked how the city and school district could work together regarding the Wichita Center situation. **Cindy Detchon**, NCSD Assistant Superintendent, provided an update on discussions between NCSD and NCPRD regarding the possibility of NCSD purchasing the Wichita Center and noted the lack of other facilities that would be able to meet the district's needs for the center.

Director Bauer noted mutually beneficial intergovernmental agreements (IGAs) the county had made for similar projects and hoped NCPRD would offer a similar deal for the Wichita Center.

The group commented on next steps for NCSD and NCPRD staff in resolving the Wichita Center lease and possible sale.

Councilor Khosroabadi and **Detchon** reviewed how the Clackamas Board of County Commissioners (BCC) who served as the NCPRD Board had informed NCSD of their decision to terminate the Wichita Center lease. The 2018 land exchange of properties that had resulted in NCPRD owning the Wichita Center was noted.

8. Adjourn

It was moved by Councilor Khosroabadi and seconded by Vice Chair Wai to adjourn the meeting. Motion passed with the following vote: Councilors Khosroabadi and Stavenjord, Mayor Batey, and Directors Bauer, Dobson, Kemp, McVay, and Wachter, and Vice Chair Wai voting "aye." [9:0]

Mayor Batey adjourned the meeting at 8:26 p.m.

Respectfully submitted,

Scott Stauffer, City Recorder

COUNCIL STAFF REPORT

To: Mayor and City Council
Ann Ober, City Manager

Date Written: Feb. 21, 2024

Reviewed: Laura Weigel, Planning Manager

From: Scott Stauffer, City Recorder, and
Nicole Madigan, Deputy City Recorder

Subject: **Planning Commission Appointment**

ACTION REQUESTED

Council is asked to approve a resolution making an appointment to the Planning Commission.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

November 2023: Planning Commissioner Lauren Loosveldt submitted a letter of resignation to staff with an effective date of no later than May 2024, pending the recruitment and appointment of a replacement commissioner.

January 2024: Staff identified a qualified candidate for the Planning Commission position being vacated by Commissioner Loosveldt and Mayor Lisa Batey and Planning Commission Chair Jacob Sherman met with or reviewed the candidate's application and expressed support for the individual's nomination.

ANALYSIS

Authority to fill city board and committee (BC) vacancies is granted to the Mayor and Council by Section 26 of the City Charter. To fill vacant positions, members of Council along with appropriate staff liaisons and committee chairs recruit volunteers and usually conduct interviews from applications received by the city, however interviews are not required by the MMC. Appointed individuals serve for a term length determined by the MMC. Upon the completion of a term, if the individual is eligible, they may be reappointed by Council to serve another term.

Committee appointments are made when a term expires or when a position is vacated. All BC terms expire on June 30. Some committees have positions nominated by neighborhood district associations (NDAs) instead of by an interview panel. NDA-nominated appointments are noted.

Most BC positions are term-limited, meaning there is a limit to the number of times that members can be re-appointed. The nominated individual would be appointed to complete a term that has already started. The nominated individual would be eligible for reappointment to future terms.

The nominated individual was identified as a candidate for the Planning Commission based on their work in the community and with the city. Based on the staff recommendation, Mayor Batey and Chair Sherman reviewed the candidate's information and Mayor Batey met with the candidate. Mayor Batey and Chair Sherman expressed support for the candidate's nomination.

Ernestina Fuenmayor has been nominated to fill Planning Commission position 5. Fuenmayor has lived in the city since 2008 and is an architectural project manager with Otak, Inc. with

experience in historic preservation. Fuenmayor served on Milwaukie’s City Hall Blue Ribbon Committee (CHBRC) and Ledding Library Expansion Task Force and the City of Portland’s Historic Portland Landmarks Commission.

BUDGET, CLIMATE & WORKLOAD IMPACTS

None.

COORDINATION, CONCURRENCE, OR DISSENT

Planning department staff coordinated with the city manager, city recorder, Mayor Batey, and Chair Sherman on this commission nomination.

STAFF RECOMMENDATION

Staff recommends making the following appointments:

Planning Commission:

| Position | Name | Term Start Date | Term End Date |
|----------|---------------------|-----------------|---------------|
| 5 | Ernestina Fuenmayor | 3/5/2024 | 6/30/2027 |

ALTERNATIVES

Council could decline to make the recommended appointment, which would result in a vacancy on the Commission.

ATTACHMENTS

1. Resolution

COUNCIL RESOLUTION No.**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON,
MAKING AN APPOINTMENT TO THE PLANNING COMMISSION.**

WHEREAS Milwaukie Charter Section 26 authorizes the mayor, with the consent of the Council, to make appointments to boards and committees (BCs), and

WHEREAS the individual identified for appoint has previously served on city BCs and has been recommended for appointment by Mayor Lisa Batey and Planning Commission Chair Jacob Sherman; and

WHEREAS a vacancy exists on the Planning Commission; and

WHEREAS staff recommends that the following individual be appointed to fill the Commission vacancy:

Planning Commission

| Position | Name | Term Start Date | Term End Date |
|----------|---------------------|-----------------|---------------|
| 5 | Ernestina Fuenmayor | 3/5/2024 | 6/30/2027 |

Now, Therefore, be it Resolved by the City Council of the City of Milwaukie, Oregon, that the individual named in this resolution is appointed to the Planning Commission for the term dates noted.

Introduced and adopted by the City Council on **March 5, 2024**.

This resolution is effective immediately.

ATTEST:

Lisa M. Batey, Mayor

APPROVED AS TO FORM:

Scott S. Stauffer, City Recorder

Justin D. Gericke, City Attorney

COUNCIL STAFF REPORT

To: Mayor and City Council
Ann Ober, City Manager

Date Written: Feb. 21, 2024

Reviewed: Joseph Briglio, Community Development Director, and
Laura Weigel, Planning Manager

From: Scott Stauffer, City Recorder, and
Nicole Madigan, Deputy City Recorder

Subject: **Transportation System Plan Advisory Committee (TSPAC) Appointment**

ACTION REQUESTED

Council is asked to approve a resolution making an appointment to the Transportation System Plan Advisory Committee (TSPAC).

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

[February 7, 2023](#): Council appointed the inaugural cohort of members to the TSPAC, including Mark Stehn as a representative of business groups.

February 2024: Stehn asked staff to find another representative of the Milwaukie businesses community to fill Stehn's position on the TSPAC.

[February 20](#): Council expressed support for the appointment of Jay Jones as a replacement for Stehn on the TSPAC.

ANALYSIS

As outlined in previous staff reports the city has undertaken a multi-year effort to update the Transportation System Plan (TSP) document. A critical part of the update process involves engaging community members through the TSPAC which Council formed in 2023. Since it's establishment in February 2023, the TSPAC has met several times and has successfully begun its work to advise staff on updating the TSP.

In February 2024, staff received a request from TSPAC Member Stehn to be replaced by another member of the Milwaukie business community. Accordingly, staff contacted North Clackamas Chamber of Commerce Chief Executive Officer (CEO) Jay Jones regarding the TSPAC business representative position, and Jones expressed interest in filling the position. Accordingly, staff consulted with Council on February 20, and with Council's direction, a resolution nominating Jones' to the TSPAC has been prepared for Council consideration (Attachment 1).

As the work of the TSPAC is based on a limited-duration project, the individuals appointed in 2023 are in the middle of serving terms that will end on June 30, 2025. The nominated individual will complete the term that started in February 2023 and will serve until June 30, 2025. Upon the completion of this term, Council may extend or reappoint all committee members depending on whether the work of the TSP update project is finished.

Jay Jones has been nominated to serve as the freight and business representative on the TSPAC, replacing Mark Stehn. Jones has served as CEO of the North Clackamas Chamber of Commerce since April 2023; prior to working at the Chamber, Jones spent 25 years with various retail companies including GI Joe's and Fred Meyer. Jones lives in Damascus.

BUDGET, CLIMATE & WORKLOAD IMPACTS

None.

COORDINATION, CONCURRENCE, OR DISSENT

Community development and planning department staff coordinated with the city manager and city recorder on this committee nomination.

STAFF RECOMMENDATION

Staff recommends making the following appointments:

Transportation System Plan Advisory Committee (TSPAC):

| Position | Name | Term Start Date | Term End Date |
|----------|--|-----------------|---------------|
| 9 | Jay Jones (<i>Business Representative</i>) | 3/5/2024 | 6/30/2025 |

ALTERNATIVES

Council could decline to make the recommended appointment, which could result in a vacancy on the TSPAC.

ATTACHMENTS

1. Resolution

COUNCIL RESOLUTION No.**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, MAKING AN APPOINTMENT TO THE TRANSPORTATION SYSTEM PLAN ADVISORY COMMITTEE (TSPAC).**

WHEREAS Milwaukie Charter Section 26 authorizes the mayor, with the consent of the Council, to make appointments to boards and committees (BCs), and

WHEREAS the city is undertaking an update of the Transportation System Plan (TSP), and an advisory committee was established in 2023 to support the TSP update work, and

WHEREAS a TSP Advisory Committee (TSPAC) member expressed an interest in being replaced on the committee, creating a vacancy, and

WHEREAS the individual named below has expressed interest in serving on the TSPAC, and

WHEREAS staff recommends the following individual be appointed.

Transportation System Plan Advisory Committee (TSPAC)

| Position | Name | Term Start Date | Term End Date |
|----------|--|-----------------|---------------|
| 9 | Jay Jones (<i>Business Representative</i>) | 3/5/2024 | 6/30/2025 |

Now, Therefore, be it Resolved by the City Council of the City of Milwaukie, Oregon, that the individual named in this resolution is appointed to the Transportation System Plan Advisory Committee (TSPAC) for the term dates noted.

Introduced and adopted by the City Council on **March 5, 2024**.

This resolution is effective immediately.

ATTEST:

Lisa M. Batey, Mayor

APPROVED AS TO FORM:

Scott S. Stauffer, City Recorder

Justin D. Gericke, City Attorney

COUNCIL STAFF REPORT

To: Mayor and City Council
Ann Ober, City Manager

Reviewed: Ann Ober, City Manager

From: Joseph Briglio, Community Development Director

Subject: **Annual Renewal of Northwest Housing Alternatives Property Tax Exemption**

ACTION REQUESTED

Council is asked to adopt a resolution approving the renewal of the nonprofit low-income housing property tax exemption for Tax Year (TY) 2024-2025 for Northwest Housing Alternatives' (NHA) 28-unit affordable housing development at WALSH Commons, which serves families with incomes under 60% of the area median family (MFI) income.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

[December 12, 2017](#): City staff and NHA gave a presentation on the state's nonprofit low-income housing property tax exemption program, and NHA's request to utilize the program for its 28-unit low-income housing development (Walsh Commons). Council was unanimous in its support and directed staff to work with the North Clackamas School District (NCSD) to pursue the program for NHA. When the combined rate of the city and other taxing districts make up at least 51% of the total rate of taxation, the property is eligible for the exemption. For NHA's property, the combined tax levy rate for the city and NCSD was approximately 60% of the total property tax rate.

[January 11, 2018](#); [January 25, 2018](#); and [February 8 2018](#): The NCSD Board held study sessions to discuss NHA's property tax exemption request. Council submitted a letter of support to the NCSD board prior to the January 25 meeting. The NCSD Board brought up concerns raised by Clackamas Fire District #1 (CFD1) who had submitted a letter noting that while they were not opposed to NHA's request, worried about the impact to their revenue stream if additional requests were approved for other properties in the future. Following the February 8 discussion, the NCSD Board adopted Resolution R17/18-66 (Attachment 1) approving NHA's property tax exemption at the same meeting.

[February 20, 2018](#); [February 5, 2019](#); [March 3, 2020](#); [March 2, 2021](#); [March 1, 2022](#); [March 7, 2023](#); Council passed resolutions to grant NHA an exemption from property taxes under [Oregon Revised Statute \(ORS\) 307.540-548](#) for Walsh Commons.

ANALYSIS

[ORS 307.540-548](#) permits local jurisdictions to grant property tax exemptions to nonprofit low-income developments that serve residents with incomes at or below 60% MFI. NHA's exemption request was approved under the "local option" found in [ORS 307.543\(2\)](#), which provides an exemption from all local property taxes (including those imposed by school and special service districts). Approval of the local option required that the NCSD board adopt a resolution approving the exemption, which occurred on February 8, 2018.

[ORS 307.545](#) requires NHA to submit an annual renewal request to the city by March 1 of the assessment year for which the exemption is requested. NHA is not required to seek annual approval from NCSD to extend the exemption. NHA has completed the required application form (Attachment 2) and staff has reviewed, determined the application meets all requirements of [ORS 307.545](#), and has prepared a resolution for approval of NHA's property tax exemption request (Attachment 3).

BUDGET IMPACTS

The estimated assessed value of NHA's 28-unit development is \$1.4 million. Approval of a nonprofit low-income property tax exemption would see the city forego property tax revenue of approximately \$6,600 in Fiscal Year (FY) 2024.

WORKLOAD IMPACTS

The community development department has adequate staffing to support this nonprofit low-income housing tax exemption renewal request.

CLIMATE IMPACT

None.

COORDINATION, CONCURRENCE, OR DISSENT

City staff and Council worked with NCSD and NHA in 2018 to adopt an NCSD resolution approving NHA's request.

STAFF RECOMMENDATION

Staff recommend that Council adopt a resolution approving the nonprofit low-income housing property tax exemption renewal request for NHA.

ALTERNATIVES

Council can elect to deny the exemption request from NHA, which would result in approximately \$28,000 in total property tax liability for NHA in FY 2024.

ATTACHMENTS

1. NCSD Board Resolution Approving Exemption
2. NHA's 2024 Renewal Form for Nonprofit Low-Income Housing Property Tax Exemption
3. Resolution approving NHA's Nonprofit Low-Income Housing Property Tax Exemption

NORTH CLACKAMAS SCHOOL DISTRICT NO. 12

RESOLUTION R17/18-66

A RESOLUTION OF THE BOARD OF DIRECTORS OF NORTH CLACKAMAS SCHOOL DISTRICT NO. 12, CLACKAMAS COUNTY, OREGON AUTHORIZING AN EXEMPTION FROM PROPERTY TAXES UNDER OREGON REVISED STATUTES FOR NORTHWEST HOUSING ALTERNATIVE CAMPUS REDEVELOPMENT APARTMENTS, AN AFFORDABLE APARTMENT DEVELOPMENT, TO BE OWNED AND OPERATED BY NORTHWEST HOUSING ALTERNATIVES, INC.

WHEREAS, affordable housing provides permanent stable housing options for low-income families; and

WHEREAS, affordable housing provides school age children experiencing homelessness with transitional housing, through eviction prevention and rapid re-housing services; and

WHEREAS, stable housing reduces student mobility, improves school effectiveness, addresses attendance challenges and inhibits malnutrition; and

WHEREAS, Northwest Housing Alternatives (NHA), a not-for-profit organization, plans to break ground for the NHA Campus Redevelopment Apartments, an affordable housing development located on S.E. Willard Street in Milwaukie, Oregon; and

WHEREAS, a property tax exemption is essential to the development of the NHA Campus Redevelopment as affordable housing; and

WHEREAS, NHA, will direct 100% of the tax savings to the tenants located at S.E. Willard Street in Milwaukie, Oregon; and

WHEREAS, ORS 307.540 to 307.548 authorizes property tax exemptions for affordable housing owned by not-for-profit corporations and occupied by low-income persons; and

WHEREAS, the District wishes to exercise the options set forth in those sections; and

WHEREAS, NHA has requested a property tax exemption for its Campus Redevelopment Apartments, located in Milwaukie, Oregon pursuant to ORS 307.543(2);

NOW, THEREFORE, BE IT RESOLVED THAT, the applicant, NHA, and its affordable housing development, Campus Redevelopment, qualify for a property tax exemption pursuant to ORS 307.540 to 307.548 and that this resolution remain in effect unless and until termination occurs pursuant to ORS 307.548.

DATED this 8th day of February 2018.


School Board Chair


District Superintendent / Clerk



COMMUNITY DEVELOPMENT

10501 SE Main Street
Milwaukie OR 97222

PHONE: 503-786-7600

FAX: 503-774-8236

E-MAIL: briglio@milwaukieoregon.gov

Low Income Housing Property Tax Exemption Certification Form

Please complete all sections by **February 28, 2024** by notarized, hard copy to the email contact listed above. Any applications received after this date will not be accepted or eligible for exemption.

Please choose one: **EH** Original Application **EH** Renewal Application

| | |
|--|--------|
| Section A: General Information | Page 2 |
| Section B: Property Considered for Exemption | Page 3 |
| Section C: Eligible Property Checklist | Page 4 |
| Section D: Description of Project Benefit | Page 4 |
| Section E: Declarations | Page 5 |

| | | |
|--|--|-------------------------------|
| Applicant/Sponsor Name: Northwest Housing Alternatives | | SSN/Tax ID: 93-0814473 |
| Address: 2316 SE Willard St. | City/State: Milwaukie, OR | Zip: 97222 |
| Project Contact: Ivy Cleveland | Phone: (503)654-1007 | Fax: |
| E-mail: cleveland@nwhousing.org | Additional Contact (as needed): schroeder@nwhousing.org | |
| Property Owner (if other than Applicant/Sponsor) | | |
| Entity Name: | Signatory Name & Title: | |
| Address: | City/State: | Zip: |
| Contact Person: | Phone: | Fax: |
| Email: | Additional Contact (as needed): | |
| <p>Briefly describe your organization's charitable purpose:</p> <p>Northwest Housing Alternatives, founded in 1982, is Oregon's leading and most successful non-profit developer and owner of affordable housing. Prior to the redevelopment of our campus in 2018-2019, we operated our staff offices, transitional housing, and the Annie Ross House emergency shelter on this site for over 30 years.</p> <p>Now that the redevelopment is complete, we have reopened Annie Ross Housing and the offices, and have opened Walsh Commons, which comprises 28 units of permanently affordable housing for low and very-low income Oregonians.</p> <p>To date, the site has always received a tax exemption. This application is specifically regarding the 28 units of permanent affordable housing at Walsh Commons.</p> | | |

| Property Tax Account # | Taxlot Account # | Address | Record Owner | Total Units | Total Low Income Units | Total SF | Total SF (Res.Use) | Total SF (Low Income Res. Use)* |
|------------------------|------------------|--|--------------------------------|-------------|------------------------|---------------------------|--------------------|---------------------------------|
| 00027580 | 11E36BC0 | 3000 2316 SE Willard St. Milwaukie, OR 97222 | Northwest Housing Alternatives | 28 | 28 | 48,084 | 29,851 | 29,851 |
| | | | | | | (Total Housing footprint) | Interior SF | Interior SF |
| | | | | | | | | |
| | | | | | | | | |
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| | | | | | | | | |
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| | | | | | | | | |

*Areas that are occupied by or used for providing housing for low-income tenants are eligible for exemption. This includes hallways, bathrooms, laundry rooms, on-site manager units, community rooms, etc.

| | | | |
|--|--|--------------------------------------|-------------------------------------|
| 1. Do you own the property in question? | | <input checked="" type="radio"/> YES | <input type="radio"/> NO |
| 2. If you do not own the property, do you have a leasehold interest in the property? | | <input type="radio"/> YES | <input type="radio"/> NO |
| <ul style="list-style-type: none"> If yes, describe your interest and include a statement describing how you are obligated under the terms of the lease to pay the ad valorem taxes on this property or other contractual arrangement such that the property tax exemption benefits accrue to the nonprofit agency and the residential tenants rather than the owner or corporation from whom you lease: | | | |
| 3. If you lease the property identified in the application, please explain to what extent your lease agreement coincides with the timeframe of the qualifying tax year: | | <input type="radio"/> YES | <input type="radio"/> NO |
| 4. If your organization is not the property owner, but has an ownership interest in the property, describe your interest in the property. NOTE: Your nonprofit organization must be responsible for day-to-day operations to be eligible for exemption in this program: | | <input type="radio"/> YES | <input type="radio"/> NO |
| 5. Are you applying for an exemption for vacant land being held for the development of low-income housing for residents with incomes of less than 60% MFI? | | <input type="radio"/> YES | <input checked="" type="radio"/> NO |
| <ul style="list-style-type: none"> If yes, provide the below information for each piece of land being held: <ul style="list-style-type: none"> i. When did you originally purchase the land? The holding period may not exceed six years: ii. Describe in detail your plans for this property including the income levels served by the development, number of units and unit types, available amenities, and your estimated time frame for completion of this plan: | | | |
| 6. Is all or a portion of the property being used for charitable purpose? | | <input checked="" type="radio"/> ALL | <input type="radio"/> PORTION |
| <ul style="list-style-type: none"> If a portion, approximately what percentage of the property? | | | |
| 7. Will any property on the list be purchased prior to July 1, 2021? | | <input type="radio"/> YES | <input checked="" type="radio"/> NO |
| <ul style="list-style-type: none"> If yes, please list: | | | |

Section D: DESCRIPTION OF PROJECT BENEFIT

Will the cost savings resulting from the proposed tax exemption enable you to do the following?

- | | |
|---|---|
| 1. Reduce rents that your very low income residential tenants pay on the property? If yes, by approximately how much? \$127/Unit/Month | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO |
| 2. Provide greater services to your very low income residential tenants? If yes, please explain: NHA provides robust Resident Services program to assist tenants in finding assistance and creating a sense of community | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO |
| 3. Provide any other benefit to your very low income residential tenants? If yes, please explain: | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO |

Section E: DECLARATIONS

Please read carefully and sign before a notary.

1. I declare that my organization has been granted an exemption from income taxes under 26 U.S.C. Section 501(c)(3) or (4) as amended before December 1, 1984, and submit proof of that status with this application.
2. I have attached documentation as proof of the owner relationship to the name of the applicant.
3. I am aware that the income-qualifying tenants must meet the income guidelines in accordance with 42 U.S.S. Section 1437 (a) (b)(2) as amended.
4. I am aware of all requirements for tax exemption imposed by ORS 307.540-407.548 (Chapter 660 Oregon Laws 1985, as amended by Chapter 756 Oregon Laws 1987), and implemented by the City of Milwaukie
5. The above described property or properties qualify or will qualify upon completion of any improvement or construction and subsequent occupancy for property tax exemption within 30 days of the March 1 application or the date of approval.
6. All the information in this application is true to the best of my belief and knowledge and is for all purposes of determining eligibility for the tax exemption program authorized by the City of Milwaukie.

Northwest Housing Alternatives, Inc.

For: Organization's Name

Trell Anderson

By: Organization's Chief Executive Officer (signature)

Trell Anderson

Organization's Chief Executive Officer (print)

SUBSCRIBED AND SWORN before me this 25 day of JANUARY, 2024

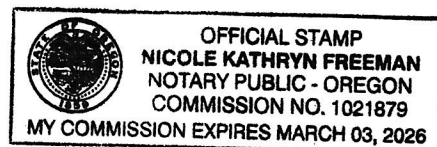
Nicole Kathryn Freeman

Notary Public for Oregon (signature)

Nicole Kathryn Freeman

Notary Public for Oregon (print or type name)

My Commission Expires: MARCH 03, 2026



**Internal Revenue Service
District Director**

P a BOX 486
LOS ANGELES, CA 900530486

AUG 24 1988.

Date:

NORTHWEST HOUSING ALTERNATIVES INC
2316 SOUTH EAST WILLARD STREET
MILWAUKIE, OR 97222

Department of the Treasury

Employer Identification Number:
93-0814473

Case Number:
958131104

Contact Person:
TERRY IZUMI

Contact Telephone Number:
(213) 894-4170

Our Letter Dated:
Dec. 17, 1985
Caveat Applies:
no

Dear Applicant:

This modifies our letter of the above date in which we stated that you would be treated as an organization which is not a private foundation until the expiration of your advance ruling period.

Based on the information you submitted, we have determined that you are not a private foundation within the meaning of section 509(a) of the Internal Revenue Code, because you are an organization of the type described in section 509(a)(1) and 170(b)(1)(A)(vi). Your exempt status under section 501(c)(3) of the code is still in effect.

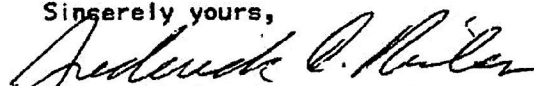
Grantors and contributors may rely on this determination until the Internal Revenue Service publishes a notice to the contrary. However, a grantor or a contributor may not rely on this determination if he or she was in part responsible for, or was aware of, the act or failure to act that resulted in your loss of section 509(a)(1) status, or acquired knowledge that the Internal Revenue Service had given notice that you would be removed from classification as a section 509(a)(1) organization.

Because this letter could help resolve any questions about your private foundation status, please keep it in your permanent records.

If the heading of this letter indicates that a caveat applies, the caveat below or on the enclosure is an integral part of this letter.

If you have any questions, please contact the person whose name and telephone number are shown above.

Sincerely yours,


Frederick C. Nielsen
District Director

Letter 1050(CG)

RS343

COUNCIL RESOLUTION No.**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, GRANTING AN EXEMPTION FROM PROPERTY TAXES UNDER ORS 307.540 TO ORS 307.548 FOR A 28-UNIT LOW-INCOME HOUSING DEVELOPMENT OWNED AND OPERATED BY NORTHWEST HOUSING ALTERNATIVES, INC.**

WHEREAS in response to rapidly rising residential rents and a lack of affordable housing options for low-income families, the City Council declared a housing emergency in Milwaukie on April 19, 2016, and continues to explore opportunities to provide affordable housing across a range of different income spectrums, and

WHEREAS Oregon Revised Statute (ORS) 307.540 to 307.548 authorizes property tax exemptions for affordable housing owned by nonprofit corporations and occupied by low-income persons, and the city wishes to adopt the policy set forth in those sections, and

WHEREAS Northwest Housing Alternatives (NHA), a nonprofit organization, has constructed a 28-unit development, known as Walsh Commons, for households with incomes at or below 60% of the area median income for 60 years at 2316 SE Willard Street as part of its campus redevelopment, and

WHEREAS the city and North Clackamas School District (NCSD) property tax levies jointly comprise more than 51 % of the total combined rate of taxation for NHA's Walsh Commons development, and

WHEREAS on February 8, 2018, the NCSD Board of Directors adopted Resolution R17/18-66 and the city adopted Resolution 12-2018, approving a property tax exemption for NHA's development, with an annual renewal until it is terminated, and

WHEREAS NHA has submitted an annual renewal certification request for property tax exemption that has been determined by the city to meet the requirements of ORS 307.545.

Now, Therefore, be it Resolved as follows:

Section 1: The City of Milwaukie adopts the provisions of ORS 307.540 to 307.548.

Section 2: NHA qualifies for a property tax exemption for Walsh Commons, its 28-unit development at 2316 SE Willard St.

Section 3: The finance director is directed to request the Clackamas County Assessor to exempt the development from taxation by all taxing jurisdictions, commencing on the first day of the tax assessment year beginning July 1, 2024.

Section 4: This resolution is to remain in effect until terminated.

Section 5: This resolution is effective upon adoption.

Introduced and adopted by the City Council on **March 5, 2024**.

Lisa M. Batey, Mayor

ATTEST:

APPROVED AS TO FORM:

Scott S. Stauffer, City Recorder

Justin D. Gericke, City Attorney