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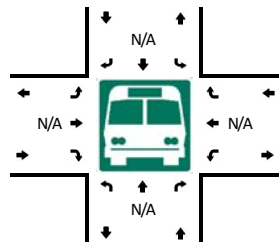
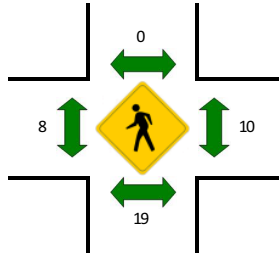
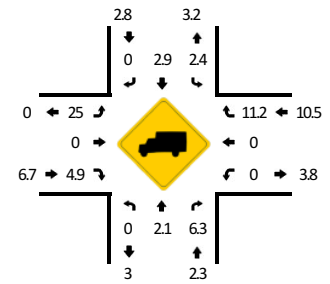
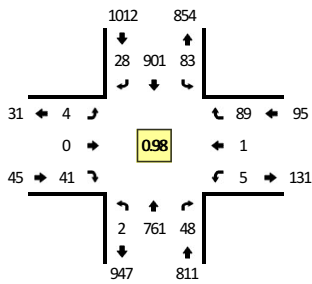
SECTION 8: SIMTRAFFIC REPORT FOR 3RD STREET WITH A SIGNAL AT HAWTHORNE AVENUE

SECTION 1: TRAFFIC COUNTS

LOCATION: NE 3rd St -- NE Hawthorne Ave
CITY/STATE: Bend, OR

QC JOB #: 17361401
DATE: Wed, Dec 17 2025

Peak-Hour: 2:30 PM -- 3:30 PM
Peak 15-Min: 2:45 PM -- 3:00 PM



15-Min Count Period Beginning At	NE 3rd St (Northbound)				NE 3rd St (Southbound)				NE Hawthorne Ave (Eastbound)				NE Hawthorne Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	32	2	0	2	34	1	0	0	0	0	0	0	0	5	0	76	
6:15 AM	0	46	3	0	2	48	2	0	0	0	0	0	0	1	3	0	105	
6:30 AM	0	59	0	0	2	43	3	0	0	0	0	0	2	0	10	0	119	
6:45 AM	0	76	3	0	4	71	2	0	1	0	4	0	1	0	3	0	165	465
7:00 AM	0	67	0	0	0	62	2	0	1	0	5	0	1	0	9	0	147	536
7:15 AM	1	82	4	0	3	119	6	0	2	0	4	0	0	0	6	0	227	658
7:30 AM	0	132	1	0	6	107	2	0	0	0	4	0	0	0	5	0	257	796
7:45 AM	0	136	3	0	4	109	3	0	0	0	1	0	3	0	6	0	265	896
8:00 AM	0	127	3	0	8	147	3	0	1	0	3	0	1	0	7	0	300	1049
8:15 AM	0	152	5	0	6	149	2	0	0	0	2	0	0	0	12	0	328	1150
8:30 AM	2	134	3	0	14	145	2	0	1	0	5	0	0	1	3	0	310	1203
8:45 AM	1	152	6	0	12	154	7	0	0	1	7	0	4	0	11	0	355	1293
9:00 AM	1	121	1	0	16	155	11	0	0	0	6	0	1	0	17	0	329	1322
9:15 AM	0	128	7	0	16	108	6	0	2	0	3	0	0	0	13	0	283	1277
9:30 AM	2	123	2	0	8	147	3	0	1	0	5	0	3	0	12	0	306	1273
9:45 AM	0	164	6	0	17	154	6	0	1	0	4	0	2	0	22	0	376	1294
10:00 AM	1	172	6	0	12	169	1	0	1	0	3	0	2	0	16	0	383	1348
10:15 AM	0	161	6	0	10	206	2	0	0	0	0	0	3	0	25	0	413	1478
10:30 AM	0	179	9	0	16	173	10	0	0	0	8	0	3	0	14	0	412	1584
10:45 AM	2	181	8	0	21	189	5	0	5	1	5	0	0	0	16	0	433	1641
11:00 AM	1	172	5	0	16	199	7	0	2	1	2	0	2	1	16	0	424	1682
11:15 AM	3	155	6	0	17	205	8	0	2	1	9	0	2	1	11	0	420	1689
11:30 AM	1	207	12	0	15	211	9	0	1	0	9	0	2	0	18	0	485	1762
11:45 AM	2	210	9	0	18	210	5	0	0	0	4	0	0	0	23	0	481	1810
12:00 PM	1	194	14	0	20	244	3	0	5	1	15	0	2	0	22	0	521	1907
12:15 PM	2	185	11	0	15	221	11	0	2	3	10	0	0	0	14	0	474	1961
12:30 PM	2	203	9	0	15	190	8	0	2	0	5	0	3	0	17	0	454	1930
12:45 PM	0	194	12	0	19	224	9	0	1	1	8	0	6	0	22	0	496	1945
1:00 PM	0	207	7	0	20	223	1	0	1	1	7	0	0	0	20	0	487	1911
1:15 PM	1	190	14	1	20	211	7	0	0	0	9	0	1	0	15	0	469	1906
1:30 PM	0	188	8	0	19	215	1	0	1	0	5	0	2	0	22	0	461	1913
1:45 PM	0	196	6	0	26	216	8	0	1	0	12	0	2	0	23	0	490	1907
2:00 PM	4	207	11	0	18	220	5	0	2	0	5	0	0	0	14	0	486	1906
2:15 PM	1	196	15	0	18	198	4	0	0	1	11	0	0	0	24	0	468	1905
2:30 PM	0	172	16	0	16	244	7	0	3	0	11	0	0	0	26	0	495	1939
2:45 PM	0	202	11	0	35	216	9	0	0	0	10	0	2	0	16	0	501	1950
3:00 PM	2	203	10	0	14	196	4	0	1	0	10	0	2	0	25	0	467	1931
3:15 PM	0	184	11	0	18	245	8	0	0	0	10	0	1	1	22	0	500	1963

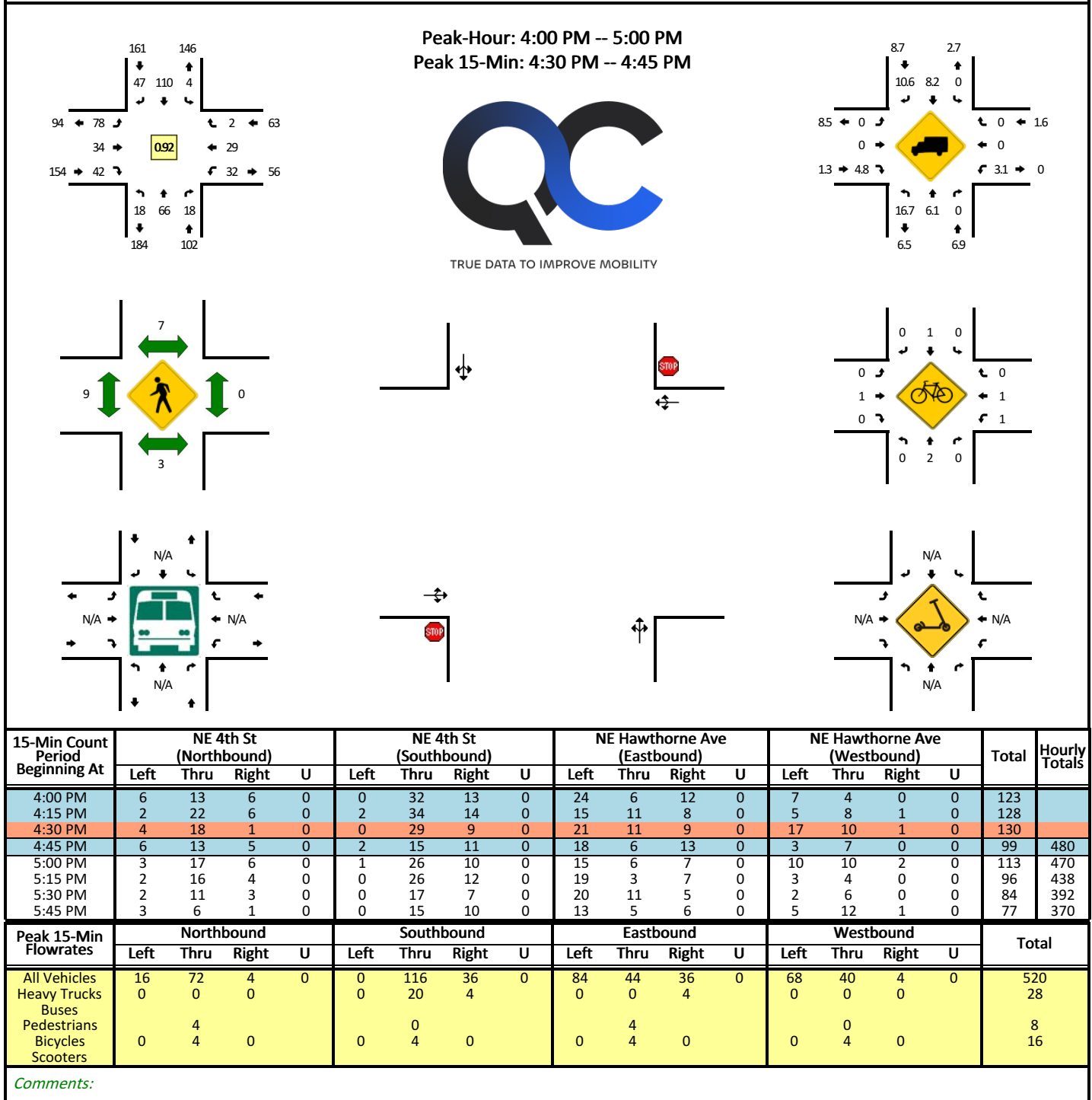
15-Min Count Period Beginning At	NE 3rd St (Northbound)				NE 3rd St (Southbound)				NE Hawthorne Ave (Eastbound)				NE Hawthorne Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	193	15	0	23	190	7	0	1	1	8	1	2	1	21	0	463	1931
3:45 PM	1	210	9	0	15	216	3	0	1	1	10	0	0	0	17	1	484	1914
4:00 PM	2	186	8	0	15	211	6	0	2	1	9	0	2	0	28	0	470	1917
4:15 PM	1	187	12	0	24	232	8	0	3	5	12	0	0	0	16	0	500	1917
4:30 PM	0	183	4	0	20	198	5	0	3	0	7	0	3	1	19	0	443	1897
4:45 PM	0	169	8	0	26	226	5	0	5	1	8	0	2	0	22	0	472	1885
5:00 PM	0	175	5	0	18	222	8	0	3	0	12	0	4	0	19	0	466	1881
5:15 PM	2	164	6	0	19	204	5	0	5	2	8	0	4	0	16	0	435	1816
5:30 PM	0	164	4	0	30	187	1	0	1	0	4	0	4	2	14	0	411	1784
5:45 PM	0	165	7	0	23	166	4	0	2	1	3	0	3	2	17	0	393	1705
6:00 PM	0	156	2	0	14	150	3	0	0	1	2	0	5	0	17	0	350	1589
6:15 PM	1	151	6	0	11	129	3	0	2	0	2	0	3	0	16	0	324	1478
6:30 PM	0	150	1	0	18	127	3	0	3	1	9	0	3	0	12	0	327	1394
6:45 PM	0	119	6	0	7	122	4	0	5	0	3	0	2	0	9	0	277	1278
7:00 PM	1	133	2	0	12	119	3	0	1	0	2	0	5	0	12	0	290	1218
7:15 PM	2	113	6	0	5	101	2	0	2	1	5	0	1	0	9	0	247	1141
7:30 PM	0	102	2	0	7	100	2	0	1	0	1	0	3	0	6	0	224	1038
7:45 PM	0	105	1	0	9	103	2	0	1	0	0	0	5	0	13	0	239	1000
8:00 PM	1	84	4	0	7	91	1	0	0	0	4	0	2	0	10	0	204	914
8:15 PM	0	98	1	0	5	70	1	0	0	0	4	0	1	0	4	0	184	851
8:30 PM	0	91	0	0	5	73	1	0	0	0	3	0	0	0	2	0	175	802
8:45 PM	0	75	5	0	4	71	1	0	1	1	2	0	3	0	7	0	170	733
9:00 PM	0	68	1	0	3	68	2	0	1	1	2	0	3	0	6	0	155	684
9:15 PM	0	73	1	0	0	55	1	0	1	0	2	0	3	0	3	0	139	639
9:30 PM	1	66	1	0	0	62	0	0	2	0	3	0	0	1	3	0	139	603
9:45 PM	0	59	1	0	4	55	0	0	3	0	6	0	0	0	3	0	131	564
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	808	44	0	140	864	36	0	0	0	40	0	8	0	64	0	2004	
Heavy Trucks	0	8	0		8	32	0		0	0	8		0	0	0		56	
Buses																		
Pedestrians		36				0				24				4			64	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	4		4	
Scooters																		
<i>Comments:</i>																		

Report generated on 12/22/2025 2:35 PM

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

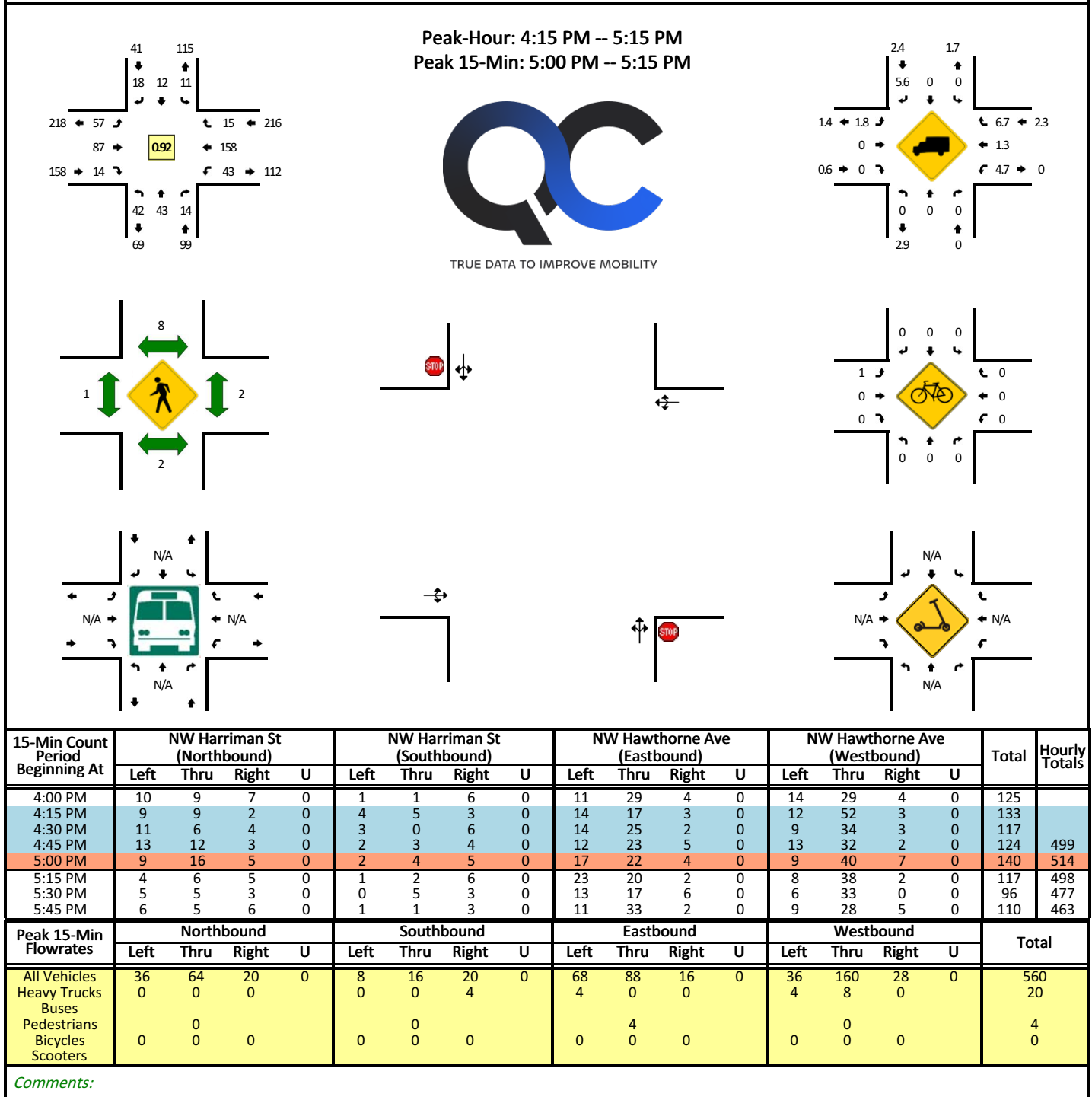
LOCATION: NE 4th St -- NE Hawthorne Ave
CITY/STATE: Bend, OR

QC JOB #: 17361402
DATE: Wed, Dec 17 2025



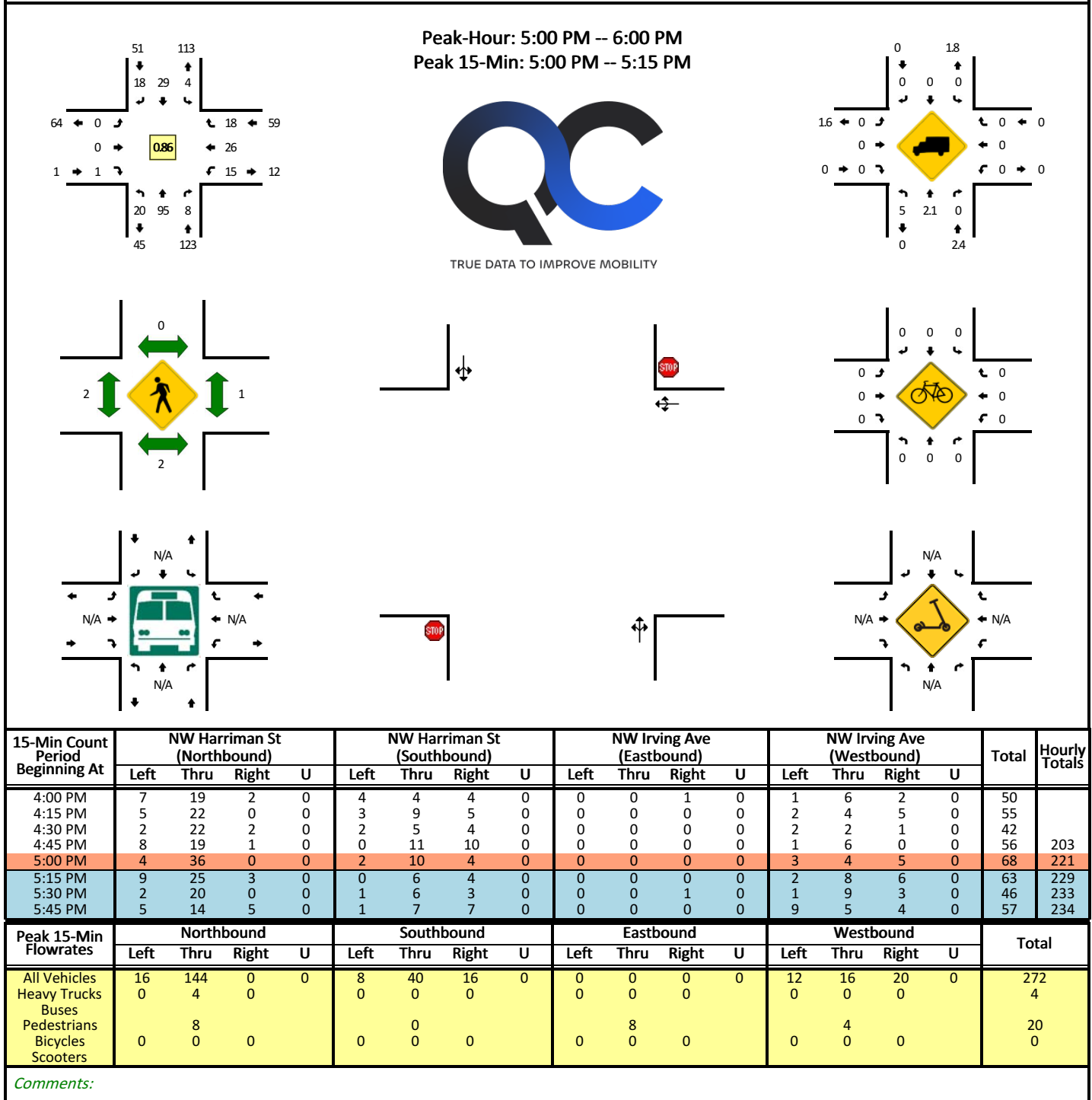
LOCATION: NW Harriman St -- NW Hawthorne Ave
CITY/STATE: Bend, OR

QC JOB #: 17361405
DATE: Wed, Dec 17 2025



LOCATION: NW Harriman St -- NW Irving Ave
CITY/STATE: Bend, OR

QC JOB #: 17361406
DATE: Wed, Dec 17 2025





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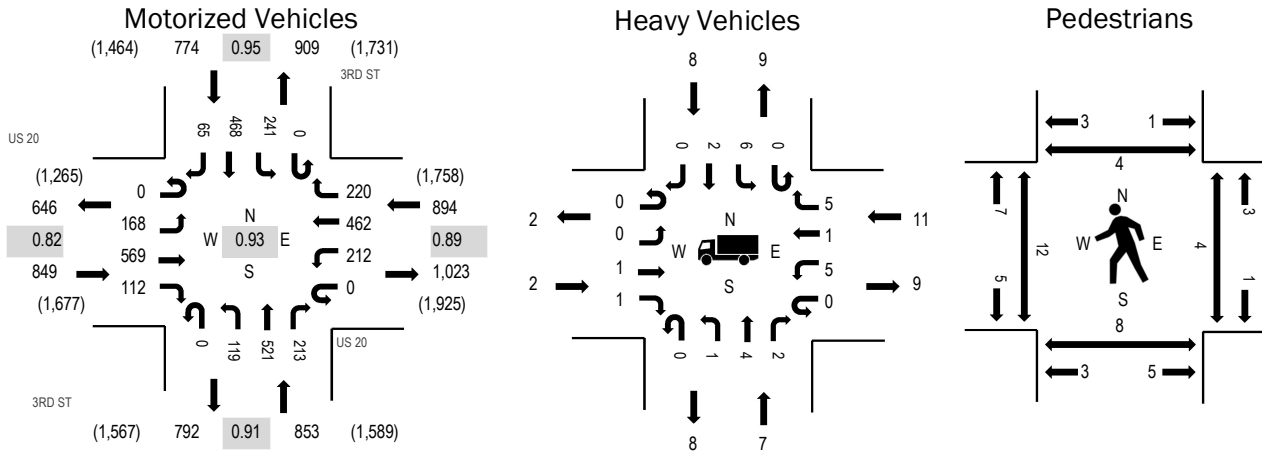
Location: 1 3RD ST & US 20 PM

Date: Thursday, October 13, 2022

Peak Hour: 04:35 PM - 05:35 PM

Peak 15-Minutes: 05:10 PM - 05:25 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.2%	0.82
WB	1.2%	0.89
NB	0.8%	0.91
SB	1.0%	0.95
All	0.8%	0.93

Traffic Counts - Motorized Vehicles

Interval Start Time	US 20 Eastbound				US 20 Westbound				3RD ST Northbound				3RD ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	14	53	7	0	21	37	15	0	9	43	18	0	23	50	5	295	3,299
4:05 PM	0	17	57	13	0	28	48	17	0	13	47	8	0	22	20	2	292	3,260
4:10 PM	0	16	56	9	0	14	38	16	0	4	39	20	0	14	48	10	284	3,270
4:15 PM	0	15	47	6	0	22	40	19	0	13	33	19	0	13	37	7	271	3,285
4:20 PM	0	12	46	11	0	25	41	14	0	2	47	15	0	14	43	2	272	3,306
4:25 PM	0	14	43	13	0	19	37	18	0	14	43	13	0	18	37	6	275	3,349
4:30 PM	0	18	46	12	0	13	31	18	0	14	31	11	0	18	39	0	251	3,346
4:35 PM	0	14	30	7	0	21	33	18	0	6	51	23	0	25	43	4	275	3,370
4:40 PM	0	13	46	7	0	15	32	12	0	10	43	22	0	27	35	2	264	3,339
4:45 PM	0	14	47	14	0	19	27	21	0	8	43	13	0	20	37	8	271	3,329
4:50 PM	0	8	50	8	0	15	44	18	0	11	45	19	0	17	34	5	274	3,309
4:55 PM	0	14	48	8	0	20	40	19	0	10	33	12	0	18	47	6	275	3,250
5:00 PM	0	10	41	9	0	15	32	17	0	8	47	17	0	19	35	6	256	3,189
5:05 PM	0	20	58	8	0	18	37	20	0	15	47	14	0	21	42	2	302	
5:10 PM	0	20	65	15	0	15	44	17	0	10	33	11	0	23	42	4	299	
5:15 PM	0	17	56	8	0	16	55	21	0	4	46	20	0	9	30	10	292	
5:20 PM	0	18	47	9	0	25	46	19	0	10	45	21	0	17	49	9	315	
5:25 PM	0	7	42	10	0	17	28	13	0	20	42	26	0	23	41	3	272	
5:30 PM	0	13	39	9	0	16	44	25	0	7	46	15	0	22	33	6	275	
5:35 PM	0	14	46	8	0	18	42	13	0	9	32	5	0	19	32	6	244	
5:40 PM	0	17	33	9	0	24	35	18	0	9	32	14	0	20	38	5	254	
5:45 PM	0	6	58	12	0	14	36	18	0	12	39	10	0	10	34	2	251	
5:50 PM	0	6	24	8	0	7	24	12	0	12	49	17	0	18	30	8	215	
5:55 PM	0	14	34	14	0	14	39	19	0	4	27	9	0	11	26	3	214	
Count Total	0	331	1,112	234	0	431	910	417	0	234	983	372	0	441	902	121	6,488	
Peak Hour	0	168	569	112	0	212	462	220	0	119	521	213	0	241	468	65	3,370	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	2	0	0	3	4:00 PM	0	0	0	0	0	4:00 PM	0	1	2	0	3
4:05 PM	0	0	1	1	2	4:05 PM	0	2	0	0	2	4:05 PM	1	1	1	0	3
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	2	0	1	1	4	4:15 PM	1	0	0	0	1	4:15 PM	1	0	0	0	1
4:20 PM	1	0	1	3	5	4:20 PM	1	0	1	0	2	4:20 PM	0	0	0	0	0
4:25 PM	0	0	1	1	2	4:25 PM	0	0	0	0	0	4:25 PM	1	1	1	0	3
4:30 PM	0	0	0	1	1	4:30 PM	1	0	0	1	2	4:30 PM	2	2	0	0	4
4:35 PM	0	3	2	1	6	4:35 PM	0	2	0	0	2	4:35 PM	4	1	1	1	7
4:40 PM	0	0	1	1	2	4:40 PM	0	1	0	0	1	4:40 PM	2	3	0	0	5
4:45 PM	0	0	0	1	1	4:45 PM	0	0	0	0	0	4:45 PM	1	0	0	0	1
4:50 PM	1	0	0	0	1	4:50 PM	0	0	2	1	3	4:50 PM	0	0	1	0	1
4:55 PM	0	0	3	1	4	4:55 PM	0	0	0	0	0	4:55 PM	0	1	0	1	2
5:00 PM	0	0	4	1	5	5:00 PM	2	0	0	0	2	5:00 PM	0	1	1	0	2
5:05 PM	0	1	0	1	2	5:05 PM	0	1	0	0	1	5:05 PM	1	0	0	0	1
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	2	2	5:10 PM	1	1	1	2	5
5:15 PM	0	0	0	1	1	5:15 PM	0	0	3	0	3	5:15 PM	1	1	0	0	2
5:20 PM	0	0	1	0	1	5:20 PM	0	0	0	1	1	5:20 PM	2	2	0	0	4
5:25 PM	0	3	0	1	4	5:25 PM	0	0	0	0	0	5:25 PM	0	1	0	0	1
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	1	0	0	0	1
5:35 PM	0	0	1	0	1	5:35 PM	0	0	1	0	1	5:35 PM	1	2	0	0	3
5:40 PM	0	1	0	0	1	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	1	0	1	0	2	5:45 PM	0	1	0	0	1	5:45 PM	1	1	0	0	2
5:50 PM	0	0	0	1	1	5:50 PM	0	0	1	0	1	5:50 PM	1	0	0	0	1
5:55 PM	1	0	0	0	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	8	10	17	16	51	Count Total	5	7	8	5	25	Count Total	21	19	8	4	52
Peak Hour	2	7	11	8	28	Peak Hour	2	4	5	4	15	Peak Hour	13	11	4	4	32



ALL TRAFFIC DATA SERVICES

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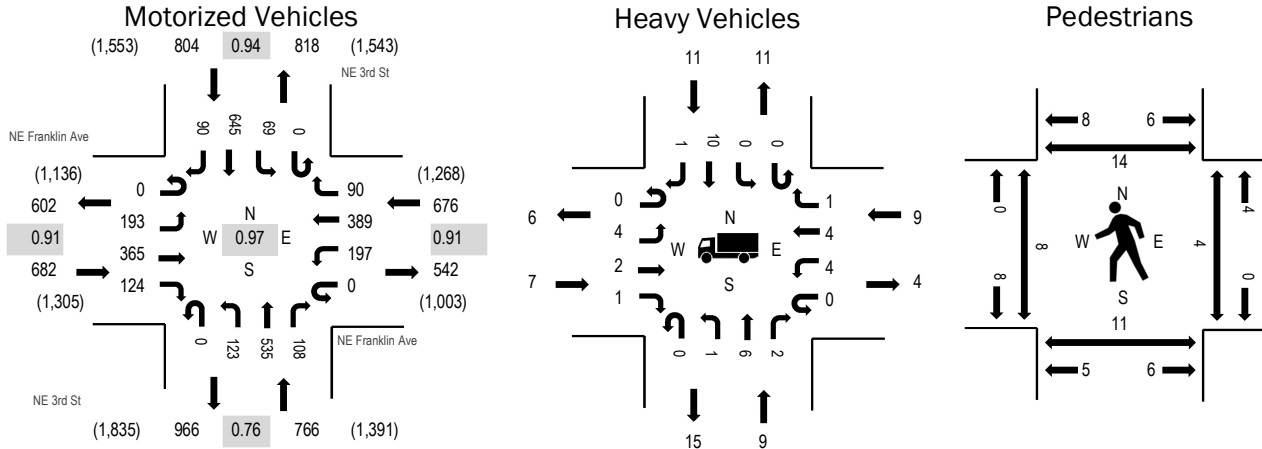
Location: 4 NE 3rd St & NE Franklin Ave PM

Date: Wednesday, November 17, 2021

Peak Hour: 04:40 PM - 05:40 PM

Peak 15-Minutes: 04:50 PM - 05:05 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.0%	0.91
WB	1.3%	0.91
NB	1.2%	0.76
SB	1.4%	0.94
All	1.2%	0.97

Traffic Counts - Motorized Vehicles

Interval Start Time	NE Franklin Ave Eastbound				NE Franklin Ave Westbound				NE 3rd St Northbound				NE 3rd St Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	19	30	5	0	18	39	13	0	10	36	8	0	8	49	12	247	2,775
4:05 PM	0	22	31	14	0	18	27	6	0	5	46	8	0	2	56	8	243	2,815
4:10 PM	0	17	31	3	0	9	34	5	0	14	48	8	0	8	50	14	241	2,802
4:15 PM	0	21	34	17	0	25	36	6	0	9	26	8	0	6	43	12	243	2,793
4:20 PM	0	16	23	13	0	17	25	4	0	8	32	4	0	6	54	10	212	2,783
4:25 PM	0	18	28	7	0	11	37	7	0	7	34	12	0	8	50	2	221	2,847
4:30 PM	0	21	25	9	0	18	26	9	0	8	30	5	0	4	65	9	229	2,860
4:35 PM	0	17	28	5	0	15	28	7	0	9	34	9	0	7	54	5	218	2,865
4:40 PM	0	16	34	13	0	12	47	5	0	13	24	6	0	2	44	4	220	2,928
4:45 PM	0	21	21	18	0	19	18	6	0	10	35	7	0	3	66	13	237	2,893
4:50 PM	0	18	38	13	0	15	39	8	0	11	32	3	0	10	49	7	243	2,848
4:55 PM	0	25	31	13	0	21	24	9	0	8	21	5	0	3	53	8	221	2,805
5:00 PM	0	13	34	9	0	15	48	12	0	11	56	8	0	9	68	4	287	2,742
5:05 PM	0	16	29	11	0	24	34	3	0	4	36	10	0	10	44	9	230	
5:10 PM	0	13	31	5	0	15	36	4	0	6	41	8	0	7	57	9	232	
5:15 PM	0	12	37	3	0	19	35	11	0	7	41	5	0	4	53	6	233	
5:20 PM	0	17	22	8	0	15	28	5	0	14	72	10	0	8	66	11	276	
5:25 PM	0	11	33	12	0	20	36	13	0	18	42	10	0	4	32	3	234	
5:30 PM	0	18	23	5	0	5	15	7	0	11	52	22	0	6	58	12	234	
5:35 PM	0	13	32	14	0	17	29	7	0	10	83	14	0	3	55	4	281	
5:40 PM	0	17	23	6	0	26	20	2	0	9	30	5	0	9	30	8	185	
5:45 PM	0	17	28	9	0	14	26	5	0	4	31	6	0	2	46	4	192	
5:50 PM	0	15	20	5	0	8	23	4	0	13	44	8	0	2	49	9	200	
5:55 PM	0	11	10	8	0	5	10	9	0	8	46	3	0	4	38	6	158	
Count Total	0	404	676	225	0	381	720	167	0	227	972	192	0	135	1,229	189	5,517	
Peak Hour	0	193	365	124	0	197	389	90	0	123	535	108	0	69	645	90	2,928	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	3	1	1	0	5	4:00 PM	0	0	0	0	0	4:00 PM	2	1	0	2	5
4:05 PM	1	0	3	1	5	4:05 PM	0	0	0	0	0	4:05 PM	0	1	0	2	3
4:10 PM	2	1	0	4	7	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	2	2
4:15 PM	2	1	1	2	6	4:15 PM	1	0	0	0	1	4:15 PM	0	0	0	1	1
4:20 PM	0	0	0	2	2	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	1	2	2	2	7	4:25 PM	1	0	0	0	1	4:25 PM	0	0	0	2	2
4:30 PM	0	0	0	3	3	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	1	1
4:35 PM	1	2	0	0	3	4:35 PM	1	0	0	0	1	4:35 PM	0	0	3	0	3
4:40 PM	1	2	0	0	3	4:40 PM	0	0	0	0	0	4:40 PM	2	2	2	2	8
4:45 PM	0	1	2	2	5	4:45 PM	0	0	0	0	0	4:45 PM	2	0	0	0	2
4:50 PM	0	2	0	1	3	4:50 PM	0	0	0	0	0	4:50 PM	2	2	1	2	7
4:55 PM	0	0	0	2	2	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	3	3
5:00 PM	0	1	1	4	6	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	2	2
5:05 PM	1	1	0	0	2	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	1	1
5:10 PM	2	0	1	1	4	5:10 PM	0	0	0	0	0	5:10 PM	0	3	0	0	3
5:15 PM	2	0	1	0	3	5:15 PM	0	0	0	0	0	5:15 PM	0	0	1	0	1
5:20 PM	0	2	0	0	2	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	1	1
5:25 PM	1	0	2	1	4	5:25 PM	0	0	0	0	0	5:25 PM	2	0	0	2	4
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	1	0	1	2
5:35 PM	0	0	2	0	2	5:35 PM	0	0	0	0	0	5:35 PM	0	3	0	0	3
5:40 PM	1	1	1	1	4	5:40 PM	0	0	0	0	0	5:40 PM	0	2	0	2	4
5:45 PM	0	0	1	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	2	2
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	2	2
5:55 PM	0	1	0	1	2	5:55 PM	0	0	0	0	0	5:55 PM	1	0	3	0	4
Count Total	18	18	18	27	81	Count Total	3	0	0	0	3	Count Total	11	15	10	30	66
Peak Hour	7	9	9	11	36	Peak Hour	0	0	0	0	0	Peak Hour	8	11	4	14	37

Type of report: Midblock Count - Speed Data

LOCATION: Hawthorne East of 3rd														QC JOB #: 17361407		
SPECIFIC LOCATION:														DIRECTION: EB,WB		
CITY/STATE: Bend, OR														DATE: Dec 17 2025		
Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12-21	1
12:30 AM	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	1-10	0
01:00 AM	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	1-10	0
01:30 AM	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	1-10	0
02:00 AM	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	1-10	0
02:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1-10	1
02:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12-21	1
03:00 AM	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	1-10	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12-21	1
04:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	17-26	1
04:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1-10	1
04:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1-10	1
04:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12-21	2
05:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2	12-21	1
05:15 AM	4	2	1	0	0	0	0	0	0	0	0	0	0	7	12-21	3
05:30 AM	3	5	0	0	0	0	0	0	0	0	0	0	0	8	12-21	6
05:45 AM	6	5	0	0	0	0	0	0	0	0	0	0	0	11	12-21	7
Day Total Percent																
AM Peak 15-min Vol																
PM Peak 15-min Vol																
Comments:																

Report generated on 12/22/2025 2:52 PM

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

Type of report: Midblock Count - Speed Data

LOCATION: Hawthorne East of 3rd														QC JOB #: 17361407		
SPECIFIC LOCATION:														DIRECTION: EB,WB		
CITY/STATE: Bend, OR														DATE: Dec 17 2025		
Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 999	Total	Pace Speed	Number in Pace
06:00 AM	4	3	0	0	0	0	0	0	0	0	0	0	0	7	12-21	4
06:15 AM	6	5	2	1	0	0	0	0	0	0	0	0	0	14	17-26	7
06:30 AM	7	5	2	0	0	0	0	0	0	0	0	0	0	14	12-21	7
06:45 AM	6	3	1	0	0	0	0	0	0	0	0	0	0	10	12-21	5
07:00 AM	7	5	2	0	0	0	0	0	0	0	0	0	0	14	12-21	7
07:15 AM	4	4	1	0	0	0	0	0	0	0	0	0	0	9	12-21	5
07:30 AM	9	5	1	0	0	0	0	0	0	0	0	0	0	15	12-21	8
07:45 AM	11	9	1	0	0	0	0	0	0	0	0	0	0	21	12-21	12
08:00 AM	7	6	1	0	0	0	0	0	0	0	0	0	0	14	12-21	8
08:15 AM	11	9	1	0	0	0	0	0	0	0	0	0	0	21	12-21	12
08:30 AM	17	8	1	0	0	0	0	0	0	0	0	0	0	26	12-21	13
08:45 AM	27	8	1	0	0	0	0	0	0	0	0	0	0	36	1-10	17
09:00 AM	13	18	3	0	0	0	0	0	0	0	0	0	0	34	12-21	22
09:15 AM	13	15	1	0	0	0	0	0	0	0	0	0	0	29	12-21	19
09:30 AM	17	8	1	0	0	0	0	0	0	0	0	0	0	26	12-21	13
09:45 AM	19	22	2	0	0	0	0	0	0	0	0	0	0	43	12-21	28
10:00 AM	23	18	3	0	0	0	0	0	0	0	0	0	0	44	12-21	25
10:15 AM	29	19	0	0	0	0	0	0	0	0	0	0	0	48	12-21	28
10:30 AM	11	25	0	0	0	0	0	0	0	0	0	0	0	36	12-21	28
10:45 AM	19	21	3	0	0	0	0	0	0	0	0	0	0	43	12-21	27
11:00 AM	33	7	1	0	0	0	0	0	0	0	0	0	0	41	1-10	21
11:15 AM	38	18	3	0	0	0	0	0	0	0	0	0	0	59	12-21	30
11:30 AM	21	33	0	0	0	0	0	0	0	0	0	0	0	54	12-21	40
11:45 AM	40	20	3	0	0	0	0	0	0	0	0	0	0	63	12-21	33
Day Total Percent																
AM Peak 15-min Vol																
PM Peak 15-min Vol																
Comments:																

Report generated on 12/22/2025 2:52 PM

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

Type of report: Midblock Count - Speed Data

LOCATION: Hawthorne East of 3rd														QC JOB #: 17361407		
SPECIFIC LOCATION:														DIRECTION: EB,WB		
CITY/STATE: Bend, OR														DATE: Dec 17 2025		
Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 999	Total	Pace Speed	Number in Pace
12:00 PM	53	22	2	0	0	0	0	0	0	0	0	0	0	77	12-21	39
12:15 PM	35	28	5	0	0	0	0	0	0	0	0	0	0	68	12-21	39
12:30 PM	21	20	3	0	0	0	0	0	0	0	0	0	0	44	12-21	27
12:45 PM	32	33	4	0	0	0	0	0	0	0	0	0	0	69	12-21	43
01:00 PM	41	35	1	0	0	0	0	0	0	0	0	0	0	77	12-21	48
01:15 PM	30	27	1	0	0	0	0	0	0	0	0	0	0	58	12-21	36
01:30 PM	37	19	9	0	0	0	0	0	0	0	0	0	0	65	12-21	31
01:45 PM	46	19	3	0	0	0	0	0	0	0	0	0	0	68	12-21	33
02:00 PM	45	16	0	0	0	0	0	0	0	0	0	0	0	61	12-21	30
02:15 PM	54	24	2	1	0	0	0	0	0	0	0	0	0	81	12-21	41
02:30 PM	65	18	4	0	1	0	0	0	0	0	0	0	0	88	1-10	41
02:45 PM	60	14	0	0	0	0	0	0	0	0	0	0	0	74	1-10	38
03:00 PM	53	20	2	0	0	0	0	0	0	0	0	0	0	75	12-21	37
03:15 PM	29	32	3	0	0	0	0	0	0	0	0	0	0	64	12-21	41
03:30 PM	53	17	5	0	0	0	0	0	0	0	0	0	0	75	12-21	34
03:45 PM	45	23	3	0	0	0	0	0	0	0	0	0	0	71	12-21	37
04:00 PM	39	22	4	0	0	0	0	0	0	0	0	0	0	65	12-21	34
04:15 PM	42	15	0	0	0	0	0	0	0	0	0	0	0	57	12-21	28
04:30 PM	49	19	1	0	0	0	0	0	0	0	0	0	0	69	12-21	34
04:45 PM	34	25	3	0	0	0	0	0	0	0	0	0	0	62	12-21	36
05:00 PM	43	11	0	0	0	0	0	0	0	0	0	0	0	54	1-10	27
05:15 PM	30	19	3	0	0	0	0	0	0	0	0	0	0	52	12-21	28
05:30 PM	37	12	3	0	0	0	0	0	0	0	0	0	0	52	12-21	24
05:45 PM	36	14	0	0	0	0	0	0	0	0	0	0	0	50	12-21	25
Day Total Percent																
AM Peak 15-min Vol																
PM Peak 15-min Vol																
Comments:																

Report generated on 12/22/2025 2:52 PM

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

Type of report: Midblock Count - Speed Data

LOCATION: Hawthorne East of 3rd SPECIFIC LOCATION: CITY/STATE: Bend, OR														QC JOB #: 17361407 DIRECTION: EB,WB DATE: Dec 17 2025		
Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 999	Total	Pace Speed	Number in Pace
06:00 PM	17	13	2	0	0	0	0	0	0	0	0	0	0	32	12-21	18
06:15 PM	23	16	2	0	0	0	0	0	0	0	0	0	0	41	12-21	23
06:30 PM	12	20	1	0	0	0	0	0	0	0	0	0	0	33	12-21	24
06:45 PM	10	9	3	0	0	0	0	0	0	0	0	0	0	22	12-21	12
07:00 PM	13	14	0	0	0	0	0	0	0	0	0	0	0	27	12-21	18
07:15 PM	13	13	1	1	0	0	0	0	0	0	0	0	0	28	12-21	17
07:30 PM	5	9	1	0	0	0	0	0	0	0	0	0	0	15	12-21	11
07:45 PM	2	10	6	0	0	0	0	0	0	0	0	0	0	18	17-26	16
08:00 PM	6	6	3	0	0	0	0	0	0	0	0	0	0	15	17-26	9
08:15 PM	4	6	1	0	0	0	0	0	0	0	0	0	0	11	12-21	7
08:30 PM	4	6	0	0	0	0	0	0	0	0	0	0	0	10	12-21	7
08:45 PM	3	11	0	1	0	0	0	0	0	0	0	0	0	15	12-21	12
09:00 PM	1	4	4	0	0	0	0	0	0	0	0	0	0	9	17-26	8
09:15 PM	1	6	2	0	0	0	0	0	0	0	0	0	0	9	17-26	8
09:30 PM	1	2	1	0	0	0	0	0	0	0	0	0	0	4	17-26	3
09:45 PM	2	2	0	0	0	0	0	0	0	0	0	0	0	4	12-21	3
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12-21	3
10:15 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	2	12-21	1
10:30 PM	2	2	1	0	0	0	0	0	0	0	0	0	0	5	17-26	3
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12-21	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:15 PM	1	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	1-10	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	1539	970	125	4	1	0	0	0	0	0	0	0	0	2639	12-21	1451
Percent	58.3%	36.8%	4.7%	0.2%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak 15-min Vol	11:45 AM 40	11:30 AM 33	9:00 AM 3	6:15 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	11:45 AM 63		
PM Peak 15-min Vol	2:30 PM 65	1:00 PM 35	1:30 PM 9	2:15 PM 1	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	2:30 PM 88		
Comments:																

Report generated on 12/22/2025 2:52 PM

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

SUMMARY - Midblock Count - Speed Data

LOCATION: Hawthorne East of 3rd														QC JOB #: 17361407		
SPECIFIC LOCATION:														DIRECTION: EB,WB		
CITY/STATE: Bend, OR														DATE: Dec 17 2025		
Speed Range	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 999	Total	Pace Speed	Number in Pace
Grand Total	1539	970	125	4	1	0	0	0	0	0	0	0	0	2639	12-21	1451
Percent	58.3%	36.8%	4.7%	0.2%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	58.3%	95.1%	99.8%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%			
ADT 2639														85th Percentile: 18 MPH Mean Speed(Average): 12 MPH Median: 12 MPH Mode: 7.5 MPH		
Comments:																

Report generated on 12/22/2025 2:52 PM

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

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Volume Data

LOCATION: Hawthorne East of 3rd						QC JOB #: 17361407				
SPECIFIC LOCATION:						DIRECTION: EB,WB				
CITY/STATE: Bend, OR						DATE: Dec 17 2025 - Dec 17 2025				
Start Time	Mon	Tue	Wed 17 Dec 25	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			0			0			0	
12:15 AM			1			1			1	
12:30 AM			0			0			0	
12:45 AM			0			0			0	
01:00 AM			0			0			0	
01:15 AM			0			0			0	
01:30 AM			0			0			0	
01:45 AM			0			0			0	
02:00 AM			0			0			0	
02:15 AM			0			0			0	
02:30 AM			1			1			1	
02:45 AM			1			1			1	
03:00 AM			0			0			0	
03:15 AM			0			0			0	
03:30 AM			0			0			0	
03:45 AM			1			1			1	
04:00 AM			1			1			1	
04:15 AM			1			1			1	
04:30 AM			1			1			1	
04:45 AM			2			2			2	
05:00 AM			2			2			2	
05:15 AM			7			7			7	
05:30 AM			8			8			8	
05:45 AM			11			11			11	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 12/22/2025 2:46 PM

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

LOCATION: Hawthorne East of 3rd						QC JOB #: 17361407				
SPECIFIC LOCATION:						DIRECTION: EB,WB				
CITY/STATE: Bend, OR						DATE: Dec 17 2025 - Dec 17 2025				
Start Time	Mon	Tue	Wed 17 Dec 25	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			7			7			7	
06:15 AM			14			14			14	
06:30 AM			14			14			14	
06:45 AM			10			10			10	
07:00 AM			14			14			14	
07:15 AM			9			9			9	
07:30 AM			15			15			15	
07:45 AM			21			21			21	
08:00 AM			14			14			14	
08:15 AM			21			21			21	
08:30 AM			26			26			26	
08:45 AM			36			36			36	
09:00 AM			34			34			34	
09:15 AM			29			29			29	
09:30 AM			26			26			26	
09:45 AM			43			43			43	
10:00 AM			44			44			44	
10:15 AM			48			48			48	
10:30 AM			36			36			36	
10:45 AM			43			43			43	
11:00 AM			41			41			41	
11:15 AM			59			59			59	
11:30 AM			54			54			54	
11:45 AM			63			63			63	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

LOCATION: Hawthorne East of 3rd							QC JOB #: 17361407			
SPECIFIC LOCATION:							DIRECTION: EB,WB			
CITY/STATE: Bend, OR							DATE: Dec 17 2025 - Dec 17 2025			
Start Time	Mon	Tue	Wed 17 Dec 25	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			77			77			77	
12:15 PM			68			68			68	
12:30 PM			44			44			44	
12:45 PM			69			69			69	
01:00 PM			77			77			77	
01:15 PM			58			58			58	
01:30 PM			65			65			65	
01:45 PM			68			68			68	
02:00 PM			61			61			61	
02:15 PM			81			81			81	
02:30 PM			88			88			88	
02:45 PM			74			74			74	
03:00 PM			75			75			75	
03:15 PM			64			64			64	
03:30 PM			75			75			75	
03:45 PM			71			71			71	
04:00 PM			65			65			65	
04:15 PM			57			57			57	
04:30 PM			69			69			69	
04:45 PM			62			62			62	
05:00 PM			54			54			54	
05:15 PM			52			52			52	
05:30 PM			52			52			52	
05:45 PM			50			50			50	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

LOCATION: Hawthorne East of 3rd							QC JOB #: 17361407			
SPECIFIC LOCATION:							DIRECTION: EB,WB			
CITY/STATE: Bend, OR							DATE: Dec 17 2025 - Dec 17 2025			
Start Time	Mon	Tue	Wed 17 Dec 25	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			32			32			32	
06:15 PM			41			41			41	
06:30 PM			33			33			33	
06:45 PM			22			22			22	
07:00 PM			27			27			27	
07:15 PM			28			28			28	
07:30 PM			15			15			15	
07:45 PM			18			18			18	
08:00 PM			15			15			15	
08:15 PM			11			11			11	
08:30 PM			10			10			10	
08:45 PM			15			15			15	
09:00 PM			9			9			9	
09:15 PM			9			9			9	
09:30 PM			4			4			4	
09:45 PM			4			4			4	
10:00 PM			3			3			3	
10:15 PM			2			2			2	
10:30 PM			5			5			5	
10:45 PM			1			1			1	
11:00 PM			0			0			0	
11:15 PM			1			1			1	
11:30 PM			0			0			0	
11:45 PM			0			0			0	
Day Total			2639			2639			2639	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak 15-min Vol			11:45 AM 63			11:45 AM 63			11:45 AM 63	
PM Peak 15-min Vol			2:30 PM 88			2:30 PM 88			2:30 PM 88	
Comments:										

Type of report: Midblock Count - Speed Data

LOCATION: Northwest Harriman Street South of Hawthorne															QC JOB #: 17361408		
SPECIFIC LOCATION:															DIRECTION: NB,SB		
CITY/STATE: Bend, OR															DATE: Dec 17 2025		
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	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1
12:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
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	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	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	1	0	0	0	0	0	0	0	0	0	0	1	21-30	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	1	0	0	0	0	0	0	0	0	0	0	1	21-30	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	1	1	0	0	0	0	0	0	0	0	0	2	26-35	2
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	1	1	0	0	0	0	0	0	0	0	0	0	3	16-25	2
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	2	0	1	0	0	0	0	0	0	0	0	0	3	16-25	2
05:15 AM	0	1	0	3	1	0	0	0	0	0	0	0	0	0	5	26-35	4
05:30 AM	0	0	6	2	0	0	0	0	0	0	0	0	0	0	8	21-30	8
05:45 AM	0	2	0	3	2	0	0	0	0	0	0	0	0	0	7	26-35	5
Day Total Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	
Comments:																	

Report generated on 12/22/2025 2:58 PM

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

Type of report: Midblock Count - Speed Data

LOCATION: Northwest Harriman Street South of Hawthorne															QC JOB #: 17361408		
SPECIFIC LOCATION:															DIRECTION: NB,SB		
CITY/STATE: Bend, OR															DATE: Dec 17 2025		
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	2	3	1	0	0	0	0	0	0	0	0	0	6	21-30	5
06:15 AM	0	1	7	8	2	0	0	0	0	0	0	0	0	0	18	21-30	15
06:30 AM	2	1	9	5	1	0	0	0	0	0	0	0	0	0	18	21-30	14
06:45 AM	1	0	14	6	1	2	0	0	0	0	0	0	0	0	24	21-30	20
07:00 AM	0	3	12	8	1	0	0	0	0	0	0	0	0	0	24	21-30	20
07:15 AM	0	3	10	8	1	0	0	0	0	0	0	0	0	0	22	21-30	18
07:30 AM	3	3	7	3	1	0	0	0	0	0	0	0	0	0	17	16-25	10
07:45 AM	7	7	22	3	0	0	0	0	0	0	0	0	0	0	39	16-25	29
08:00 AM	4	7	13	8	0	0	0	0	0	0	0	0	0	0	32	21-30	21
08:15 AM	2	12	10	1	0	0	0	0	0	0	0	0	0	0	25	16-25	22
08:30 AM	4	10	15	4	0	0	0	0	0	0	0	0	0	0	33	16-25	25
08:45 AM	4	7	11	6	2	0	0	0	0	0	0	0	0	0	30	16-25	18
09:00 AM	3	4	7	8	0	0	0	0	0	0	0	0	0	0	22	21-30	15
09:15 AM	4	10	11	5	1	0	0	0	0	0	0	0	0	0	31	16-25	21
09:30 AM	0	9	15	6	0	0	0	0	0	0	0	0	0	0	30	16-25	24
09:45 AM	4	17	9	7	0	0	0	0	0	0	0	0	0	0	37	16-25	26
10:00 AM	2	6	10	4	1	0	0	0	0	0	0	0	0	0	23	16-25	16
10:15 AM	3	10	18	1	2	0	0	0	0	0	0	0	0	0	34	16-25	28
10:30 AM	5	6	14	5	0	0	0	0	0	0	0	0	0	0	30	16-25	20
10:45 AM	5	10	20	7	0	0	0	0	0	0	0	0	0	0	42	16-25	30
11:00 AM	4	11	15	3	1	0	0	0	0	0	0	0	0	0	34	16-25	26
11:15 AM	3	5	20	4	0	0	1	0	0	0	0	0	0	0	33	16-25	25
11:30 AM	4	12	22	2	1	0	0	0	0	0	0	0	0	0	41	16-25	34
11:45 AM	4	6	17	8	0	0	0	0	0	0	0	0	0	0	35	21-30	25
Day Total Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	
Comments:																	

Report generated on 12/22/2025 2:58 PM

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

Type of report: Midblock Count - Speed Data

LOCATION: Northwest Harriman Street South of Hawthorne															QC JOB #: 17361408		
SPECIFIC LOCATION:															DIRECTION: NB,SB		
CITY/STATE: Bend, OR															DATE: Dec 17 2025		
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	7	17	20	7	1	0	0	0	0	0	0	0	0	0	52	16-25	37
12:15 PM	3	16	11	6	1	0	0	0	0	0	0	0	0	0	37	16-25	27
12:30 PM	3	12	16	4	1	0	0	0	0	0	0	0	0	0	36	16-25	28
12:45 PM	7	24	16	8	1	0	0	0	0	0	0	0	0	0	56	16-25	40
01:00 PM	4	9	20	4	0	0	0	0	0	0	0	0	0	0	37	16-25	29
01:15 PM	7	14	14	5	0	0	0	0	0	0	0	0	0	0	40	16-25	28
01:30 PM	7	12	12	4	0	0	0	0	0	0	0	0	0	0	35	16-25	24
01:45 PM	11	13	19	7	1	0	0	0	0	0	0	0	0	0	51	16-25	32
02:00 PM	6	12	20	6	0	0	0	0	0	0	0	0	0	0	44	16-25	32
02:15 PM	5	13	15	4	1	0	0	0	0	0	0	0	0	0	38	16-25	28
02:30 PM	11	14	21	7	1	0	0	0	0	0	0	0	0	0	54	16-25	35
02:45 PM	10	23	28	4	0	0	0	0	0	0	0	0	0	0	65	16-25	51
03:00 PM	6	14	23	5	0	0	0	0	0	0	0	0	0	0	48	16-25	37
03:15 PM	3	11	22	3	0	0	0	0	0	0	0	0	0	0	39	16-25	33
03:30 PM	9	11	13	2	1	0	0	0	0	0	0	0	0	0	36	16-25	24
03:45 PM	8	18	19	3	1	0	0	0	0	0	0	0	0	0	49	16-25	37
04:00 PM	10	12	12	4	2	0	0	0	0	0	0	0	0	0	40	16-25	24
04:15 PM	5	6	20	2	0	0	0	0	0	0	0	0	0	0	33	16-25	26
04:30 PM	1	10	20	6	0	0	0	0	0	0	0	0	0	0	37	16-25	30
04:45 PM	3	11	14	7	2	0	0	0	0	0	0	0	0	0	37	16-25	25
05:00 PM	4	10	15	2	2	0	0	0	0	0	0	0	0	0	33	16-25	25
05:15 PM	0	12	9	1	0	0	0	0	0	0	0	0	0	0	22	16-25	21
05:30 PM	3	11	11	4	0	0	0	0	0	0	0	0	0	0	29	16-25	22
05:45 PM	1	12	8	5	0	0	0	0	0	0	0	0	0	0	26	16-25	20
Day Total Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	
Comments:																	

Report generated on 12/22/2025 2:58 PM

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

Type of report: Midblock Count - Speed Data

LOCATION: Northwest Harriman Street South of Hawthorne															QC JOB #: 17361408		
SPECIFIC LOCATION:															DIRECTION: NB,SB		
CITY/STATE: Bend, OR															DATE: Dec 17 2025		
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	3	10	13	3	1	0	0	0	0	0	0	0	0	0	30	16-25	23
06:15 PM	0	8	12	2	0	0	0	0	0	0	0	0	0	0	22	16-25	20
06:30 PM	1	1	2	1	1	0	0	0	0	0	0	0	0	0	6	21-30	3
06:45 PM	2	2	6	2	1	0	0	0	0	0	0	0	0	0	13	18-27	8
07:00 PM	1	2	7	2	2	0	0	0	0	0	0	0	0	0	14	17-26	9
07:15 PM	1	7	6	4	0	0	0	0	0	0	0	0	0	0	18	16-25	13
07:30 PM	1	2	9	4	0	0	0	0	0	0	0	0	0	0	16	21-30	13
07:45 PM	1	1	4	5	2	0	0	0	0	0	0	0	0	0	13	21-30	9
08:00 PM	3	2	4	5	0	0	0	0	0	0	0	0	0	0	14	21-30	9
08:15 PM	0	2	7	1	0	0	0	0	0	0	0	0	0	0	10	16-25	9
08:30 PM	0	2	8	0	0	0	0	0	0	0	0	0	0	0	10	16-25	10
08:45 PM	0	1	3	2	0	0	0	0	0	0	0	0	0	0	6	21-30	5
09:00 PM	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4	21-30	3
09:15 PM	1	1	9	2	0	0	0	0	0	0	0	0	0	0	13	21-30	11
09:30 PM	1	0	5	2	0	0	0	0	0	0	0	0	0	0	8	21-30	7
09:45 PM	0	1	1	3	1	0	0	0	0	0	0	0	0	0	6	23-32	4
10:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
10:15 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3	11-20	2
10:30 PM	0	1	3	3	0	0	0	0	0	0	0	0	0	0	7	21-30	6
10:45 PM	0	0	3	2	1	0	0	0	0	0	0	0	0	0	6	21-30	5
11:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
11:15 PM	1	0	1	2	0	0	0	0	0	0	0	0	0	0	4	21-30	3
11:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
11:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
Day Total	218	530	826	295	45	2	1	0	0	0	0	0	0	0	1917	16-25	1356
Percent	11.4%	27.6%	43.1%	15.4%	2.3%	0.1%	0.1%	0%	0%	0%	0%	0%	0%	0%			
AM Peak 15-min Vol	7:45 AM 7	9:45 AM 17	7:45 AM 22	6:15 AM 8	5:45 AM 2	6:45 AM 2	11:15 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	10:45 AM 42		
PM Peak 15-min Vol	1:45 PM 11	12:45 PM 24	2:45 PM 28	12:45 PM 8	4:00 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	2:45 PM 65		
Comments:																	

Report generated on 12/22/2025 2:58 PM

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

SUMMARY - Midblock Count - Speed Data**LOCATION:** Northwest Harriman Street South of Hawthorne**QC JOB #:** 17361408**SPECIFIC LOCATION:****DIRECTION:** NB,SB**CITY/STATE:** Bend, OR**DATE:** Dec 17 2025

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	218	530	826	295	45	2	1	0	0	0	0	0	0	0	1917	16-25	1356
Percent	11.4%	27.6%	43.1%	15.4%	2.3%	0.1%	0.1%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	11.4%	39%	82.1%	97.5%	99.8%	99.9%	100%	100%	100%	100%	100%	100%	100%	100%			
ADT 1917															85th Percentile: 25 MPH Mean Speed(Average): 21 MPH Median: 21 MPH Mode: 23 MPH		
Comments:																	

Report generated on 12/22/2025 2:58 PM

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

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Volume Data

LOCATION: Northwest Harriman Street South of Hawthorne						QC JOB #: 17361408				
SPECIFIC LOCATION:						DIRECTION: NB,SB				
CITY/STATE: Bend, OR						DATE: Dec 17 2025 - Dec 17 2025				
Start Time	Mon	Tue	Wed 17 Dec 25	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			1			1			1	
12:15 AM			1			1			1	
12:30 AM			1			1			1	
12:45 AM			0			0			0	
01:00 AM			0			0			0	
01:15 AM			0			0			0	
01:30 AM			0			0			0	
01:45 AM			1			1			1	
02:00 AM			0			0			0	
02:15 AM			0			0			0	
02:30 AM			0			0			0	
02:45 AM			1			1			1	
03:00 AM			0			0			0	
03:15 AM			1			1			1	
03:30 AM			0			0			0	
03:45 AM			2			2			2	
04:00 AM			0			0			0	
04:15 AM			0			0			0	
04:30 AM			3			3			3	
04:45 AM			0			0			0	
05:00 AM			3			3			3	
05:15 AM			5			5			5	
05:30 AM			8			8			8	
05:45 AM			7			7			7	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 12/22/2025 2:56 PM

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

LOCATION: Northwest Harriman Street South of Hawthorne							QC JOB #: 17361408			
SPECIFIC LOCATION:							DIRECTION: NB,SB			
CITY/STATE: Bend, OR							DATE: Dec 17 2025 - Dec 17 2025			
Start Time	Mon	Tue	Wed 17 Dec 25	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			6			6			6	
06:15 AM			18			18			18	
06:30 AM			18			18			18	
06:45 AM			24			24			24	
07:00 AM			24			24			24	
07:15 AM			22			22			22	
07:30 AM			17			17			17	
07:45 AM			39			39			39	
08:00 AM			32			32			32	
08:15 AM			25			25			25	
08:30 AM			33			33			33	
08:45 AM			30			30			30	
09:00 AM			22			22			22	
09:15 AM			31			31			31	
09:30 AM			30			30			30	
09:45 AM			37			37			37	
10:00 AM			23			23			23	
10:15 AM			34			34			34	
10:30 AM			30			30			30	
10:45 AM			42			42			42	
11:00 AM			34			34			34	
11:15 AM			33			33			33	
11:30 AM			41			41			41	
11:45 AM			35			35			35	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

LOCATION: Northwest Harriman Street South of Hawthorne							QC JOB #: 17361408			
SPECIFIC LOCATION:							DIRECTION: NB,SB			
CITY/STATE: Bend, OR							DATE: Dec 17 2025 - Dec 17 2025			
Start Time	Mon	Tue	Wed 17 Dec 25	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			52			52			52	
12:15 PM			37			37			37	
12:30 PM			36			36			36	
12:45 PM			56			56			56	
01:00 PM			37			37			37	
01:15 PM			40			40			40	
01:30 PM			35			35			35	
01:45 PM			51			51			51	
02:00 PM			44			44			44	
02:15 PM			38			38			38	
02:30 PM			54			54			54	
02:45 PM			65			65			65	
03:00 PM			48			48			48	
03:15 PM			39			39			39	
03:30 PM			36			36			36	
03:45 PM			49			49			49	
04:00 PM			40			40			40	
04:15 PM			33			33			33	
04:30 PM			37			37			37	
04:45 PM			37			37			37	
05:00 PM			33			33			33	
05:15 PM			22			22			22	
05:30 PM			29			29			29	
05:45 PM			26			26			26	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

LOCATION: Northwest Harriman Street South of Hawthorne							QC JOB #: 17361408			
SPECIFIC LOCATION:							DIRECTION: NB,SB			
CITY/STATE: Bend, OR							DATE: Dec 17 2025 - Dec 17 2025			
Start Time	Mon	Tue	Wed 17 Dec 25	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			30			30			30	
06:15 PM			22			22			22	
06:30 PM			6			6			6	
06:45 PM			13			13			13	
07:00 PM			14			14			14	
07:15 PM			18			18			18	
07:30 PM			16			16			16	
07:45 PM			13			13			13	
08:00 PM			14			14			14	
08:15 PM			10			10			10	
08:30 PM			10			10			10	
08:45 PM			6			6			6	
09:00 PM			4			4			4	
09:15 PM			13			13			13	
09:30 PM			8			8			8	
09:45 PM			6			6			6	
10:00 PM			3			3			3	
10:15 PM			3			3			3	
10:30 PM			7			7			7	
10:45 PM			6			6			6	
11:00 PM			1			1			1	
11:15 PM			4			4			4	
11:30 PM			1			1			1	
11:45 PM			1			1			1	
Day Total			1917			1917			1917	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak 15-min Vol			10:45 AM 42			10:45 AM 42			10:45 AM 42	
PM Peak 15-min Vol			2:45 PM 65			2:45 PM 65			2:45 PM 65	
Comments:										

SECTION 2: CRASH DATA

013 Lat	014 Long	117 Severity	000 Crash Id	002 Year	015 Street Name	021 Road Characteristics	022 Off Roadway Flag	036 Crash Cause 1	114 Road Departure Flag	126 Bike / Ped Related	016 Intersecting Street Name	028 Crash Type	029 Collision Type	031 Weather Conditions	032 Road Surface Conditions	033 Lighting Conditions	034 Traffic Control	118 Intersection Flag	039 Alcohol Involved Flag	040 Drug Involved Flag	042 Speed Involved Flag
44.05795077	-121.3024993	PDO	1949702	2021	HAWTHORNE AVE	INTER	FALSE	NO-YIELD	No	Neither	E 3RD ST	ANGL-OTH	ANGL	CLR	DRY	DAY	STOP SIGN	Yes	FALSE	FALSE	FALSE
44.05795077	-121.3025005	Possible Injury (C)	1833071	2019	HAWTHORNE AVE	INTER	FALSE	NO-YIELD	No	Neither	E 3RD ST	O-1 L-TURN	TURN	CLR	DRY	DAY	UNKNOWN	Yes	FALSE	FALSE	FALSE
44.05795077	-121.3024993	Possible Injury (C)	1967701	2022	HAWTHORNE AVE	INTER	FALSE	TOO-CLOS	No	Neither	E 3RD ST	S-1STOP	REAR	CLR	DRY	DAY	SP PED SIG	Yes	FALSE	FALSE	FALSE
44.05795077	-121.3024993	Possible Injury (C)	2037761	2023	HAWTHORNE AVE	INTER	FALSE	NO-YIELD	No	Neither	E 3RD ST	ANGL-OTH	TURN	CLR	DRY	DAY	STOP SIGN	Yes	FALSE	FALSE	FALSE
44.05795419	-121.3016301	PDO	1854125	2019	HAWTHORNE AVE	STRGHT	FALSE	IMP-TURN	No	Neither	E 3RD ST	S-1TURN	TURN	CLR	DRY	DAY	UNKNOWN	No	FALSE	FALSE	FALSE
44.05795055	-121.3022244	PDO	1905063	2020	HAWTHORNE AVE	STRGHT	TRUE	WRNG WAY	No	Neither	E 3RD ST	PRKD MV	HEAD	CLR	DRY	DLIT	UNKNOWN	No	FALSE	FALSE	FALSE
44.05795077	-121.3024993	Possible Injury (C)	1967703	2022	HAWTHORNE AVE	INTER	FALSE	NO-YIELD	No	Bicycle	E 3RD ST	BIKE	ANGL	CLR	DRY	DAY	SP PED SIG	Yes	FALSE	FALSE	FALSE
44.05795269	-121.3024953	Minor Injury (B)	1895375	2020	HAWTHORNE AVE	INTER	FALSE	NO-YIELD	No	Pedestrian	E 3RD ST	ANGL-OTH	ANGL	CLD	DRY	DAY	STOP SIGN	Yes	FALSE	FALSE	FALSE
44.05795269	-121.3025006	Minor Injury (B)	1889934	2020	HAWTHORNE AVE	INTER	FALSE	NO-YIELD	No	Neither	E 3RD ST	ANGL-OTH	TURN	CLR	DRY	DAY	STOP SIGN	Yes	FALSE	FALSE	FALSE
44.05795077	-121.3024993	Minor Injury (B)	1997254	2022	HAWTHORNE AVE	INTER	FALSE	NO-YIELD	No	Pedestrian	E 3RD ST	PED	PED	CLR	DRY	DLIT	SP PED SIG	Yes	FALSE	FALSE	FALSE
44.05795077	-121.3024993	Possible Injury (C)	1971211	2022	HAWTHORNE AVE	INTER	FALSE	NO-YIELD	No	Neither	E 3RD ST	ANGL-OTH	ANGL	CLR	DRY	DAY	STOP SIGN	Yes	FALSE	FALSE	FALSE
44.05795077	-121.3024993	Possible Injury (C)	1832687	2019	HAWTHORNE AVE	INTER	FALSE	TOO-CLOS	No	Neither	E 3RD ST	S-1STOP	REAR	CLR	DRY	DAY	STOP SIGN	Yes	FALSE	FALSE	FALSE
44.05795342	-121.3025096	PDO	1873704	2019	HAWTHORNE AVE	INTER	TRUE	DIS SIG	No	Neither	E 3RD ST	FIX OBJ	FIX	CLR	DRY	DLIT	STOP SIGN	Yes	FALSE	FALSE	FALSE
44.05795549	-121.3024985	Minor Injury (B)	1884697	2020	HAWTHORNE AVE	INTER	FALSE	NO-YIELD	No	Neither	E 3RD ST	O-1 L-TURN	TURN	CLR	DRY	DLIT	UNKNOWN	Yes	FALSE	FALSE	FALSE

SECTION 3: ALL-WAY STOP CONTROL WARRANT WORKSHEETS

Location: Harriman Street/Hawthorne Avenue
Analysis Year: 2025

Warrant A Crash Experience

Section 2B.13 All-Way Stop Control Warrant A: Crash Experience

- Option:
- 01 All-way stop control may be installed at an intersection where an engineering study indicates that:
- A. For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.
- B. For a three-leg intersection, there are four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.

Warrant B: Sight Distance

Section 2B.14 All-Way Stop Control Warrant B: Sight Distance

- Option:
- 01 All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.
- Support:
- 02 At such a location, a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.

Warrant C: Transition to Signal Control

Section 2B.15 All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection

- Option:
- 01 All-way stop control may be installed at locations where all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of a traffic control signal (see Chapter 4C) at the intersection or for the installation of yield control at a circular intersection.

Warrant D: 8-Hour Volumes (Vehicles, Pedestrians, Bicyclists)

Section 2B.16 All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles)

- Option:
- 01 All-way stop control may be installed at an intersection where an engineering study indicates:
- A. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major-street approaches is at least 300 units per hour for each of any 8 hours of a typical day; and
- B. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor-street approaches is at least 200 units per hour for each of any of the same 8 hours.
- 02 If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants may be reduced to 70 percent of the values given in Items A and B in Paragraph 1 of this Section.

Warrant E: Other Factors

Section 2B.17 All-Way Stop Control Warrant E: Other Factors

- Option:
- 01 All-way stop control may be installed at an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants. Such other factors may include, but are not limited to, the following:
- A. The need to control left-turn conflicts,
- B. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection, or
- C. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.

Warrant A	Total Crashes		Criteria Met?
	Threshold	Crash History	
One Year Period	5	1	No
Three Year Period	6	3	No

This analysis does not differentiate between total crashes and crashes "of a type susceptible to correction" by all-way stop control due to the low number of total crashes.

Warrant A Met?	No
----------------	----

Direction of View	Actual Distance	Stopping Sight Distance	Intersection Sight Distance	Sight Distance Met?
Southbound				
Looking Right	140	115	225	No
Looking Left	190	115	225	No
Northbound				
Looking Right	265	115	225	Yes
Looking Left	>350	115	225	Yes

Based on Table 9-7 (Design Intersection Sight Distance—Case B1, Left Turn from Stop) for 20 m.p.h. in A Policy on Geometric Design of Highways and Streets, 7th Edition

Warrant B Met?	Yes
----------------	-----

This warrant is not applicable because a signal is not planned for this location.

Warrant C Met?	No
----------------	----

Eight-hour counts are not available. However, peak hour volumes for the major and minor street approaches do not meet the thresholds.

	Major Approaches	Minor Approaches
Warrant Criteria	300	200
Peak Hour Volume	385	143

Warrant D Met?	No
----------------	----

Factor A is not applicable

Factor B is not applicable because converting to AWSC would not improve operational characteristics.

Factor C may be applicable after the completion of the overcrossing of US 97.

Warrant E Met?	No
----------------	----

Location: Harriman Street/Irving Avenue
Analysis Year: 2025

Warrant A Crash Experience

Section 2B.13 All-Way Stop Control Warrant A: Crash Experience

- Option:
- 01 All-way stop control may be installed at an intersection where an engineering study indicates that:
- A. For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.
 - B. For a three-leg intersection, there are four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.

Warrant B: Sight Distance

Section 2B.14 All-Way Stop Control Warrant B: Sight Distance

- Option:
- 01 All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.
- Support:
- 02 At such a location, a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.

Warrant C: Transition to Signal Control

Section 2B.15 All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection

- Option:
- 01 All-way stop control may be installed at locations where all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of a traffic control signal (see Chapter 4C) at the intersection or for the installation of yield control at a circular intersection.

Warrant D: 8-Hour Volumes (Vehicles, Pedestrians, Bicyclists)

Section 2B.16 All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles)

- Option:
- 01 All-way stop control may be installed at an intersection where an engineering study indicates:
- A. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major-street approaches is at least 300 units per hour for each of any 8 hours of a typical day; and
 - B. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor-street approaches is at least 200 units per hour for each of any of the same 8 hours.
- 02 If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants may be reduced to 70 percent of the values given in Items A and B in Paragraph 1 of this Section.

Warrant E: Other Factors

Section 2B.17 All-Way Stop Control Warrant E: Other Factors

- Option:
- 01 All-way stop control may be installed at an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants. Such other factors may include, but are not limited to, the following:
- A. The need to control left-turn conflicts,
 - B. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection, or
 - C. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.

Warrant A	Total Crashes		Criteria Met?
	Threshold	Crash History	
One Year Period	5	0	No
Three Year Period	6	0	No

Warrant A Met?	No
----------------	----

Direction of View	Actual Distance	Stopping Sight Distance	Intersection Sight Distance	Sight Distance Met?
Southbound				
Looking Right	55	115	225	No
Looking Left	85	115	225	No
Northbound				
Looking Right	60	115	225	No
Looking Left	80	115	225	No

Based on Table 9-7 (Design Intersection Sight Distance—Case B1, Left Turn from Stop) for 20 m.p.h. in A Policy on Geometric Design of Highways and Streets, 7th Edition

Warrant B Met?	Yes
----------------	-----

This warrant is not applicable because a signal is not planned for this location.

Warrant C Met?	No
----------------	----

Eight-hour counts are not available. However, peak hour volumes for the major and minor street approaches do not meet the thresholds.

	Major Approaches	Minor Approaches
Warrant Criteria	300	200
Peak Hour Volume	62	180

Warrant D Met?	No
----------------	----

Factor A is not applicable
Factor B is not applicable because converting to AWSC would not improve operational characteristics.
Factor C is not applicable.

Warrant E Met?	No
----------------	----

SECTION 4: NCHRP 562 PEDESTRIAN CROSSING ANALYSIS WORKSHEETS

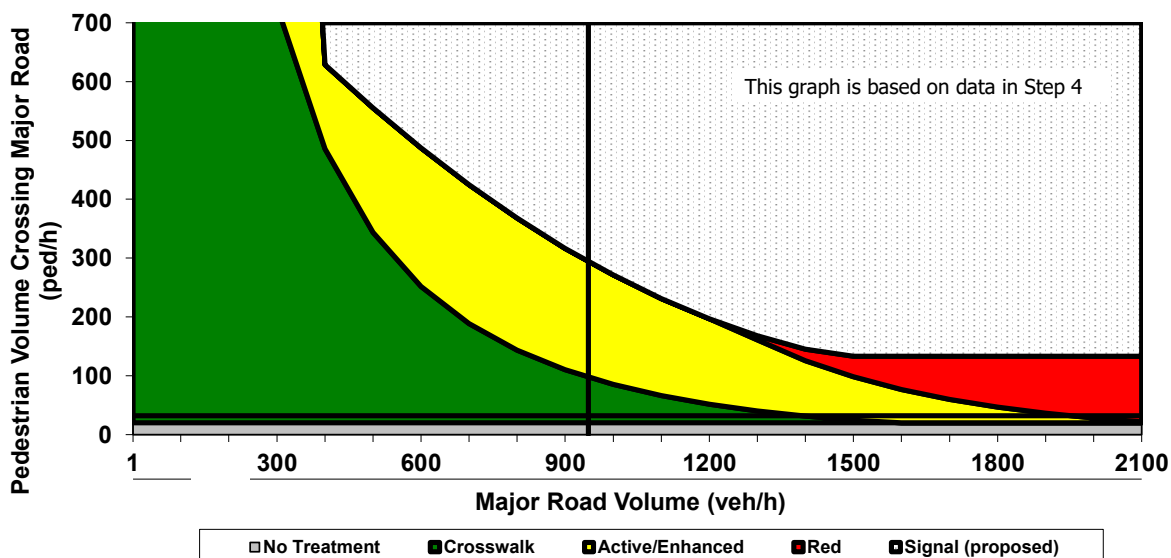
Assuming the existing median

GUIDELINES FOR PEDESTRIAN CROSSING TREATMENTS

This spreadsheet combines Worksheet 1 and Worksheet 2 (Appendix A, pages 69-70) of TCRP Report 112/NCHRP Report 562 (*Improving Pedestrian Safety at Unsignalized Intersections*) into an electronic format. This spreadsheet should be used in conjunction with, and not independent of, Appendix A documentation.

Key	This spreadsheet is still under development, please inform TTI if errors are identified.
Blue fields contain descriptive information.	
Green fields are required and must be completed.	
Tan fields are adjustments that are filled out only under certain conditions (follow instructions to the left of the cell).	
Gray fields are automatically calculated and should not be edited.	

Analyst and Site Information			
Analyst	Anders Hart	Major Street	3rd Street
Analysis Date	December 26, 2025	Minor Street or Location	Hawthorne Avenue
Data Collection Date	December 17, 2025	Peak Hour	1:30-2:30 pm
Step 1: Select worksheet:			
Posted or statutory speed limit (or 85th percentile speed) on the major street (mph)	1a		35
Is the population of the surrounding area <10,000? (enter YES or NO)	1b		NO
Step 2: Does the crossing meet minimum pedestrian volumes to be considered for a traffic control device?			
Peak-hour pedestrian volume (ped/h), V_p	2a		32
Result: Go to step 3.			
Step 3: Does the crossing meet the pedestrian warrant for a traffic signal?			
Major road volume, total of both approaches during peak hour (veh/h), V_{maj-s}	3a		1780
[Calculated automatically] Preliminary (before min. threshold) peak hour pedestrian volume to meet warrant	3b		133
[Calculated automatically] Minimum required peak hour pedestrian volume to meet traffic signal warrant	3c		133
Is 15th percentile crossing speed of pedestrians less than 3.5 ft/s (1.1 m/s)? (enter YES or NO)	3d		no
If 15th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce 3c by up to 50%.	% rate of reduction for 3c (up to 50%)	3e	
	Reduced value or 3c	3f	133
Result: The signal warrant is not met. Go to step 4.			
Step 4: Estimate pedestrian delay.			
Pedestrian crossing distance, curb to curb (ft), L	4a		27
Pedestrian walking speed (ft/s), S_p (suggested speed = 3.5 ft/s)	4b		3.5
Pedestrian start-up time and end clearance time (s), t_e (suggested start-up time = 3 sec)	4c		3
[Calculated automatically] Critical gap required for crossing pedestrian (s), t_c	4d		11
Major road volume, total both approaches OR approach being crossed if raised median island is present, during peak hour (veh/h), V_{maj-d}	4e		948
Major road flow rate (veh/s), v	4f		0.26
Average pedestrian delay (s/person), d_p	4g		48
Total pedestrian delay (h), D_p The value in 4h is the calculated estimated delay for all pedestrians crossing the major roadway without a crossing treatment (assumes 0% compliance). If the actual total pedestrian delay has been measured at the site, that value can be entered in 4i to replace the calculated value in 4h.	4h		0.4
	4i		
Step 5: Select treatment based up on total pedestrian delay and expected motorist compliance.			
Expected motorist compliance at pedestrian crossings in region: enter HIGH for High Compliance or LOW for Low Compliance	5a		low
Treatment Category:		CROSSWALK	



Because the volume in Step 4e is different from the volume in Step 3a, the graph may show a different result than the Treatment Category above.

This worksheet provides general recommendations on pedestrian crossing treatments to consider at unsignalized intersections; in all cases, engineering judgment should be used in selecting a specific treatment for installation. This worksheet does not apply to school crossings. In addition to the results provided by this worksheet, users should consider whether a pedestrian treatment could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex geometrics, or nearby traffic signals.

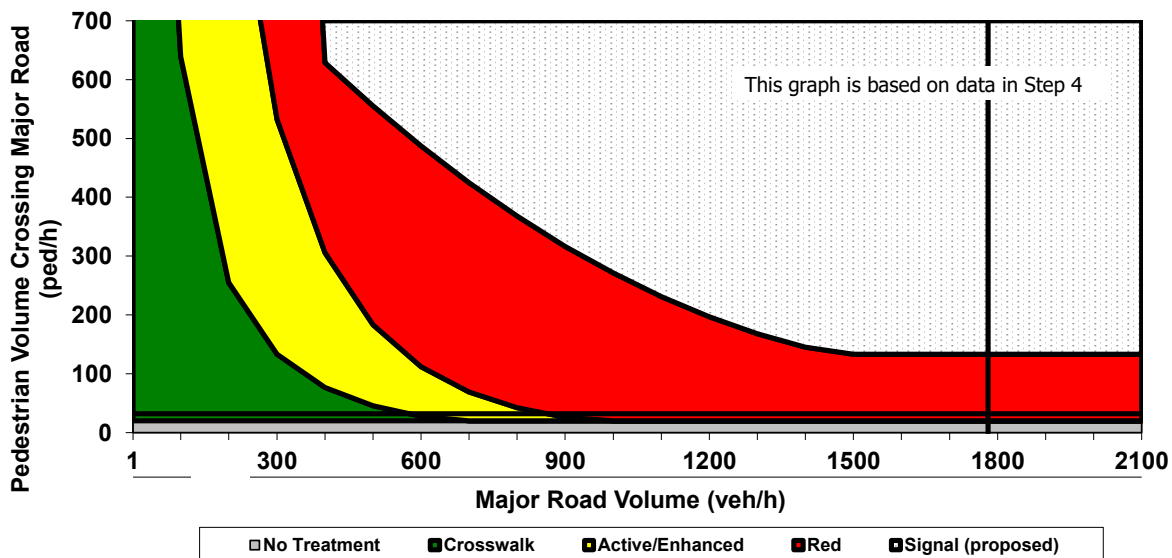
Assuming no median

GUIDELINES FOR PEDESTRIAN CROSSING TREATMENTS

This spreadsheet combines Worksheet 1 and Worksheet 2 (Appendix A, pages 69-70) of TCRP Report 112/NCHRP Report 562 (*Improving Pedestrian Safety at Unsignalized Intersections*) into an electronic format. This spreadsheet should be used in conjunction with, and not independent of, Appendix A documentation.

Key	This spreadsheet is still under development, please inform TTI if errors are identified.
	Blue fields contain descriptive information.
	Green fields are required and must be completed.
	Tan fields are adjustments that are filled out only under certain conditions (follow instructions to the left of the cell).
	Gray fields are automatically calculated and should not be edited.

Analyst and Site Information			
Analyst	Anders Hart	Major Street	3rd Street
Analysis Date	January 8, 2026	Minor Street or Location	Hawthorne Avenue
Data Collection Date	December 17, 2025	Peak Hour	1:30-2:30 pm
Step 1: Select worksheet:			
Posted or statutory speed limit (or 85th percentile speed) on the major street (mph)		1a	35
Is the population of the surrounding area <10,000? (enter YES or NO)		1b	NO
Step 2: Does the crossing meet minimum pedestrian volumes to be considered for a traffic control device?			
Peak-hour pedestrian volume (ped/h), V_p		2a	32
Result: Go to step 3.			
Step 3: Does the crossing meet the pedestrian warrant for a traffic signal?			
Major road volume, total of both approaches during peak hour (veh/h), V_{maj-s}		3a	1780
[Calculated automatically] Preliminary (before min. threshold) peak hour pedestrian volume to meet warrant		3b	133
[Calculated automatically] Minimum required peak hour pedestrian volume to meet traffic signal warrant		3c	133
Is 15th percentile crossing speed of pedestrians less than 3.5 ft/s (1.1 m/s)? (enter YES or NO)		3d	no
If 15th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce 3c by up to 50%.		% rate of reduction for 3c (up to 50%)	3e
		Reduced value or 3c	3f
Result: The signal warrant is not met. Go to step 4.			
Step 4: Estimate pedestrian delay.			
Pedestrian crossing distance, curb to curb (ft), L		4a	63
Pedestrian walking speed (ft/s), S_p (suggested speed = 3.5 ft/s)		4b	3.5
Pedestrian start-up time and end clearance time (s), t_e (suggested start-up time = 3 sec)		4c	3
[Calculated automatically] Critical gap required for crossing pedestrian (s), t_c		4d	21
Major road volume, total both approaches OR approach being crossed if raised median island is present, during peak hour (veh/h), V_{maj-d}		4e	1780
Major road flow rate (veh/s), v		4f	0.49
Average pedestrian delay (s/person), d_p		4g	60052
Total pedestrian delay (h), D_p The value in 4h is the calculated estimated delay for all pedestrians crossing the major roadway without a crossing treatment (assumes 0% compliance). If the actual total pedestrian delay has been measured at the site, that value can be entered in 4i to replace the calculated value in 4h.		4h	533.8
		4i	
Step 5: Select treatment based up on total pedestrian delay and expected motorist compliance.			
Expected motorist compliance at pedestrian crossings in region: enter HIGH for High Compliance or LOW for Low Compliance		5a	low
Treatment Category:		RED	



This worksheet provides general recommendations on pedestrian crossing treatments to consider at unsignalized intersections; in all cases, engineering judgment should be used in selecting a specific treatment for installation. This worksheet does not apply to school crossings. In addition to the results provided by this worksheet, users should consider whether a pedestrian treatment could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex geometrics, or nearby traffic signals.

SECTION 5: TRAFFIC SIGNAL WARRANT WORKSHEETS FOR HAWTHORNE AVENUE/3RD STREET

Location: Hawthorne Avenue/3rd Street
Analysis Year: 2025
75% Right Turn Reduction

Warrant 1 (8 Hour Volume)

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume
Condition A—Minimum Vehicular Volume

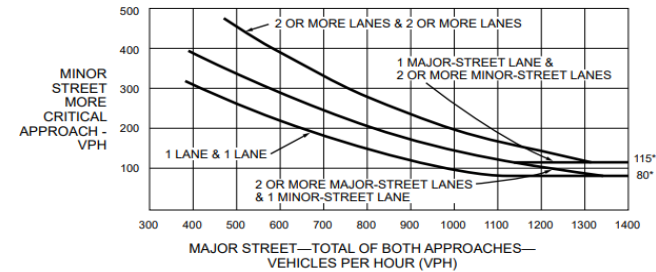
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on more critical minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	500	400	350	280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

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

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

Warrant 2 (4 Hour Volume)

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



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane

Warrant 3 (Peak Hour Volume) - N/A

The context of the nearby land use does not suggest this is an "unusual case" where there are large spikes in traffic over a short time

Warrant 4 (Pedestrian Volume)

The pedestrian volumes crossing 3rd Street were never over 107 (4-hour threshold) or 133 (pedestrian peak hour threshold).

Warrant 5 (School Crossing) - N/A

Not a school crossing (note this only applies to elementary through highschool, not college)

Warrant 6 (Coordinated Signal System) - N/A

A signal here is not needed to support platooning

Warrant 1	Number of Lanes		Condition A Criteria (100%)		Condition B Criteria (100%)		Condition A Criteria (80%)		Condition B Criteria (80%)	
	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street
Warrant Criteria	2	1	600	150	900	75	480	120	720	60
Peak Hour Volume			1823	28	1823	28	1823	28	1823	28
Number of Hours Met			14	0	12	0	15	0	13	0
Criteria Met?			No		No		No		No	

Warrant 1 Met? No

Applied a 75% reduction in the WBR volume

Warrant 2	Number of Lanes		Volume		Criteria Met?
	Major Street	Minor Street	Major Street	Minor Street	
1st Highest Hour	2	1	1806	27	No
2nd Highest Hour			1655	23	No
3rd Highest Hour			1802	24	No
4th Highest Hour			1780	27	No

Warrant 2 Met? No

Applied a 75% reduction in the WBR volume

Warrant 4 Met? No

Warrant 7 (Crash Experience)

- ⁰² The need for a traffic control signal should be considered if an engineering study finds that all of the following criteria are met:
- Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and
 - At least one of the following conditions applies to the reported crash history (where each reported crash considered is related to the intersection and apparently exceeds the applicable requirements for a reportable crash):
 - The number of reported angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 4C-2 for total angle crashes and pedestrian crashes (all severities); or
 - The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 4C-2 for total fatal-and-injury angle crashes and pedestrian crashes; or
 - The number of reported angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 4C-3 for total angle crashes and pedestrian crashes (all severities); or
 - The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 4C-3 for total fatal-and-injury angle crashes and pedestrian crashes; and
 - For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major street and the more critical minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant (see Section 4C.05).

Table 4C-2. Minimum Number of Reported Crashes in a One-Year Period

Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities) ^a		Total of fatal-and-injury angle and pedestrian crashes ^a	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	5	4	3	3
2 or more	1	5	4	3	3
2 or more	2 or more	5	4	3	3
1	2 or more	5	4	3	3

^a Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Table 4C-3. Minimum Number of Reported Crashes in a Three-Year Period

Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities) ^a		Total of fatal-and-injury angle and pedestrian crashes ^a	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	6	5	4	4
2 or more	1	6	5	4	4
2 or more	2 or more	6	5	4	4
1	2 or more	6	5	4	4

^a Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Warrant 8 (Roadway Network)

- ⁰² The need for a traffic control signal should be considered if an engineering study finds that the common intersection of two or more major routes meets one or both of the following criteria:
- The intersection has a total existing, or immediately projected, entering volume of at least 1,000 vehicles per hour during the peak hour of a typical weekday and has 5-year projected traffic volumes, based on an engineering study, that meet one or more of Warrants 1, 2, and 3 during an average weekday; or
 - The intersection has a total existing or immediately projected entering volume of at least 1,000 vehicles per hour for each of any 5 hours of a non-normal business day (Saturday or Sunday).
- ⁰³ A major route as used in this signal warrant should have at least one of the following characteristics:
- It is part of the street or highway system that serves as the principal roadway network for through traffic flow;
 - It includes rural or suburban highways outside, entering, or traversing a city; or
 - It appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study.

Warrant 9 (Intersection Near a Grade Crossing) - N/A

Location not near a rail crossing

Warrant	Criteria Met?	Notes
A	No	No action taken in recent history to address crash history at this location
B1	No	The maximum number of angle or pedestrian crashes in one year was 2.
B2	No	The maximum number of angle or pedestrian crashes in one year was 2.
B3	No	The maximum number of angle or pedestrian crashes in a three-year period was 5.
B4	Yes	There were 4 injury angle or pedestrian crashes in a 3-year period.
C1	No	Volumes not met for 80% of Condition A for any hours (includes right turn reduction of 75%)
C2	No	Volumes not met for 80% of Condition A for any hours (includes right turn reduction of 75%)
C3	No	Pedestrian crossings did not meet 80% of the requirements in Warrant 4

Warrant 7 Met?	No
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Warrant 7	Number of Lanes		Angle and Ped Crashes (all severities)		Criteria Met?	Angle and Ped Crashes (fatal and injury)		Criteria Met?
	Major Street	Minor Street	Threshold	Crash History		Threshold	Crash History	
One Year Period	2	1	5	2	No	3	2	No
Three Year Period			6	5	No	4	4	Yes

Notes:

There were 12 crashes at this intersection, which included 5 angle, and 1 pedestrian crash.

Note:

Hawthorne is a local street, while 3rd Street is a Major Arterial per Bend's 2020 TSP. Since only one of these roads could be considered a "major route," this warrant is not applicable.

Warrant 8 Met?	No
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Location: Hawthorne Avenue/3rd Street
Analysis Year: 2025
25% Right Turn Reduction

Warrant 1 (8 Hour Volume)

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume
Condition A—Minimum Vehicular Volume

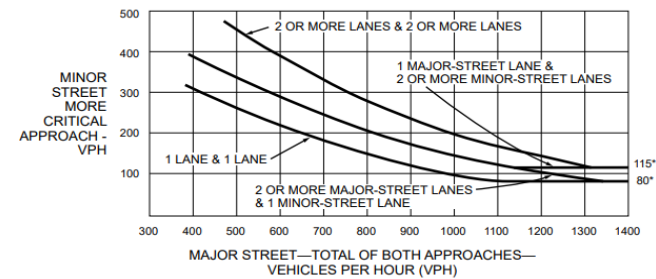
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on more critical minor-street approach (one direction only)			
		100% ^a	80% ^a	70% ^a	56% ^a	100% ^a	80% ^a	70% ^a	56% ^a
Major Street	Minor Street								
1	1	500	400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

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

^a Basic minimum hourly volume
^a Used for combination of Conditions A and B after adequate trial of other remedial measures
^a May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
^a May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Warrant 2 (4 Hour Volume)

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



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane

Warrant 3 (Peak Hour Volume) - N/A
The context of the nearby land use does not suggest this is an "unusual case" where there are large spikes in traffic over a short time

Warrant 4 (Pedestrian Volume)
The pedestrian volumes crossing 3rd Street were never over 107 (4-hour threshold) or 133 (pedestrian peak hour threshold).

Warrant 5 (School Crossing) - N/A
Not a school crossing (note this only applies to elementary through highschool, not college)

Warrant 6 (Coordinated Signal System) - N/A
A signal here is not needed to support platooning

Warrant 1	Number of Lanes		Condition A Criteria (100%)		Condition B Criteria (100%)		Condition A Criteria (80%)		Condition B Criteria (80%)	
	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street
Warrant Criteria	2	1	600	150	900	75	480	120	720	60
Peak Hour Volume			1823	73	1823	73	1823	73	1823	73
Number of Hours Met			14	0	12	0	15	0	13	8
Criteria Met?			No		No		No		No	

Warrant 1 Met? No

Assuming that 85th percentile speed on 3rd Street is over 40 mph

Warrant 1	Number of Lanes		Condition A Criteria (70%)		Condition B Criteria (70%)		Condition A Criteria (56%)		Condition B Criteria (56%)	
	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street
Warrant Criteria	2	1	420	105	630	53	336	84	504	42
Peak Hour Volume			1823	73	1823	73	1823	73	1823	73
Number of Hours Met			16	0	16	10	16	0	16	10
Criteria Met?			No		Yes		No			

Applied a 25% reduction in the WBR volume

Warrant 2	Number of Lanes		Volume		Criteria Met?
	Major Street	Minor Street	Major Street	Minor Street	
1st Highest Hour	2	1	1806	72	No
2nd Highest Hour			1655	72	No
3rd Highest Hour			1802	69	No
4th Highest Hour			1780	67	No

Warrant 2 Met? No

Applied a 25% reduction in the WBR volume

Assuming that 85th percentile speed on 3rd Street is over 40 mph

Warrant 2	Number of Lanes		Volume		Criteria Met?
	Major Street	Minor Street	Major Street	Minor Street	
1st Highest Hour	2	1	1806	72	Yes
2nd Highest Hour			1655	72	Yes
3rd Highest Hour			1802	69	Yes
4th Highest Hour			1780	67	Yes

Applied a 25% reduction in the WBR volume

Warrant 4 Met? No

Warrant 7 (Crash Experience)

- ⁰² The need for a traffic control signal should be considered if an engineering study finds that all of the following criteria are met:
- Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and
 - At least one of the following conditions applies to the reported crash history (where each reported crash considered is related to the intersection and apparently exceeds the applicable requirements for a reportable crash):
 - The number of reported angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 4C-2 for total angle crashes and pedestrian crashes (all severities); or
 - The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 4C-2 for total fatal-and-injury angle crashes and pedestrian crashes; or
 - The number of reported angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 4C-3 for total angle crashes and pedestrian crashes (all severities); or
 - The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 4C-3 for total fatal-and-injury angle crashes and pedestrian crashes; and
 - For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major street and the more critical minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant (see Section 4C.05).

Table 4C-2. Minimum Number of Reported Crashes in a One-Year Period

Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities) ^a		Total of fatal-and-injury angle and pedestrian crashes ^a	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	5	4	3	3
2 or more	1	5	4	3	3
2 or more	2 or more	5	4	3	3
1	2 or more	5	4	3	3

^a Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Table 4C-3. Minimum Number of Reported Crashes in a Three-Year Period

Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities) ^a		Total of fatal-and-injury angle and pedestrian crashes ^a	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	6	5	4	4
2 or more	1	6	5	4	4
2 or more	2 or more	6	5	4	4
1	2 or more	6	5	4	4

^a Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Warrant 8 (Roadway Network)

- ⁰² The need for a traffic control signal should be considered if an engineering study finds that the common intersection of two or more major routes meets one or both of the following criteria:
- The intersection has a total existing, or immediately projected, entering volume of at least 1,000 vehicles per hour during the peak hour of a typical weekday and has 5-year projected traffic volumes, based on an engineering study, that meet one or more of Warrants 1, 2, and 3 during an average weekday; or
 - The intersection has a total existing or immediately projected entering volume of at least 1,000 vehicles per hour for each of any 5 hours of a non-normal business day (Saturday or Sunday).
- ⁰³ A major route as used in this signal warrant should have at least one of the following characteristics:
- It is part of the street or highway system that serves as the principal roadway network for through traffic flow;
 - It includes rural or suburban highways outside, entering, or traversing a city; or
 - It appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study.

Warrant 9 (Intersection Near a Grade Crossing) - N/A

Location not near a rail crossing

Warrant	Criteria Met?	Notes
A	No	No action taken in recent history to address crash history at this location
B1	No	The maximum number of angle or pedestrian crashes in one year was 2.
B2	No	The maximum number of angle or pedestrian crashes in one year was 2.
B3	No	The maximum number of angle or pedestrian crashes in a three-year period was 5.
B4	Yes	There were 4 injury angle or pedestrian crashes in a 3-year period.
C1	No	Volumes not met for 80% of Condition A for any hours (includes right turn reduction of 25%)
C2	Yes	Volumes met for 80% of Condition B for 8 hours (includes right turn reduction of 25%)
C3	No	Pedestrian crossings did not meet 80% of the requirements in Warrant 4

Warrant 7 Met?	No
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Warrant 7	Number of Lanes		Angle and Ped Crashes (all severities)		Criteria Met?	Angle and Ped Crashes (fatal and injury)		Criteria Met?
	Major Street	Minor Street	Threshold	Crash History		Threshold	Crash History	
One Year Period	2	1	5	2	No	3	2	No
Three Year Period			6	5	No	4	4	Yes

Notes:

There were 12 crashes at this intersection, which included 5 angle, and 1 pedestrian crash.

Note:

Hawthorne is a local street, while 3rd Street is a Major Arterial per Bend's 2020 TSP. Since only one of these roads could be considered a "major route," this warrant is not applicable.

Warrant 8 Met?	No
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Location: Hawthorne Avenue/3rd Street
Analysis Year: 2025
No Right Turn Reduction

Warrant 1 (8 Hour Volume)

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume
Condition A—Minimum Vehicular Volume

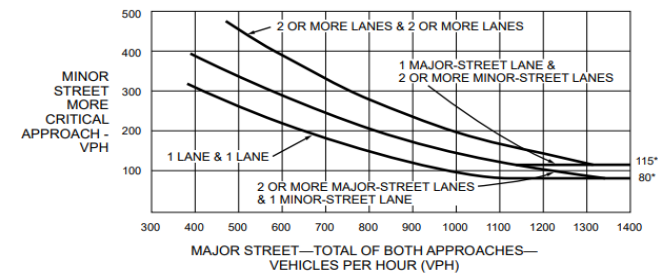
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on more critical minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	500	400	350	280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

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

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

Warrant 2 (4 Hour Volume)

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



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane

Warrant 3 (Peak Hour Volume) - N/A

The context of the nearby land use does not suggest this is an "unusual case" where there are large spikes in traffic over a short time

Warrant 4 (Pedestrian Volume)

The pedestrian volumes crossing 3rd Street were never over 107 (4-hour threshold) or 133 (pedestrian peak hour threshold).

Warrant 5 (School Crossing) - N/A

Not a school crossing (note this only applies to elementary through highschool, not college)

Warrant 6 (Coordinated Signal System) - N/A

A signal here is not needed to support platooning

Warrant 1	Number of Lanes		Condition A Criteria (100%)		Condition B Criteria (100%)		Condition A Criteria (80%)		Condition B Criteria (80%)	
	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street
Warrant Criteria	2	1	600	150	900	75	480	120	720	60
Peak Hour Volume			1823	95	1823	95	1823	95	1823	95
Number of Hours Met			14	0	12	8	15	0	13	10
Criteria Met?			No		Yes				No	

Warrant 1 Met? Yes

No reduction applied to WBR volume

Warrant 2	Number of Lanes		Volume		Criteria Met?
	Major Street	Minor Street	Major Street	Minor Street	
1st Highest Hour	2	1	1806	93	Yes
2nd Highest Hour			1655	93	Yes
3rd Highest Hour			1802	86	Yes
4th Highest Hour			1780	85	Yes

Warrant 2 Met? Yes

No reduction applied to WBR volume

Warrant 4 Met? No

Warrant 7 (Crash Experience)

- ⁰² The need for a traffic control signal should be considered if an engineering study finds that all of the following criteria are met:
- Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and
 - At least one of the following conditions applies to the reported crash history (where each reported crash considered is related to the intersection and apparently exceeds the applicable requirements for a reportable crash):
 - The number of reported angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 4C-2 for total angle crashes and pedestrian crashes (all severities); or
 - The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 4C-2 for total fatal-and-injury angle crashes and pedestrian crashes; or
 - The number of reported angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 4C-3 for total angle crashes and pedestrian crashes (all severities); or
 - The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 4C-3 for total fatal-and-injury angle crashes and pedestrian crashes; and
 - For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major street and the more critical minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant (see Section 4C.05).

Table 4C-2. Minimum Number of Reported Crashes in a One-Year Period

Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities) ^a		Total of fatal-and-injury angle and pedestrian crashes ^a	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	5	4	3	3
2 or more	1	5	4	3	3
2 or more	2 or more	5	4	3	3
1	2 or more	5	4	3	3

^a Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Table 4C-3. Minimum Number of Reported Crashes in a Three-Year Period

Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities) ^a		Total of fatal-and-injury angle and pedestrian crashes ^a	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	6	5	4	4
2 or more	1	6	5	4	4
2 or more	2 or more	6	5	4	4
1	2 or more	6	5	4	4

^a Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Warrant 8 (Roadway Network)

- ⁰² The need for a traffic control signal should be considered if an engineering study finds that the common intersection of two or more major routes meets one or both of the following criteria:
- The intersection has a total existing, or immediately projected, entering volume of at least 1,000 vehicles per hour during the peak hour of a typical weekday and has 5-year projected traffic volumes, based on an engineering study, that meet one or more of Warrants 1, 2, and 3 during an average weekday; or
 - The intersection has a total existing or immediately projected entering volume of at least 1,000 vehicles per hour for each of any 5 hours of a non-normal business day (Saturday or Sunday).
- ⁰³ A major route as used in this signal warrant should have at least one of the following characteristics:
- It is part of the street or highway system that serves as the principal roadway network for through traffic flow;
 - It includes rural or suburban highways outside, entering, or traversing a city; or
 - It appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study.

Warrant 9 (Intersection Near a Grade Crossing) - N/A

Location not near a rail crossing

Warrant	Criteria Met?	Notes
A	No	No action taken in recent history to address crash history at this location
B1	No	The maximum number of angle or pedestrian crashes in one year was 2.
B2	No	The maximum number of angle or pedestrian crashes in one year was 2.
B3	No	The maximum number of angle or pedestrian crashes in a three-year period was 5.
B4	Yes	There were 4 injury angle or pedestrian crashes in a 3-year period.
C1	No	Volumes not met for 80% of Condition A for any hours (includes right turn reduction of 25%)
C2	Yes	Volumes met for 80% of Condition B for 10 hours (includes right turn reduction of 25%)
C3	No	Pedestrian crossings did not meet 80% of the requirements in Warrant 4

Warrant 7 Met?	No
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Warrant 7	Number of Lanes		Angle and Ped Crashes (all severities)		Criteria Met?	Angle and Ped Crashes (fatal and injury)		Criteria Met?
	Major Street	Minor Street	Threshold	Crash History		Threshold	Crash History	
One Year Period	2	1	5	2	No	3	2	No
Three Year Period			6	5	No	4	4	Yes

Notes:

There were 12 crashes at this intersection, which included 5 angle, and 1 pedestrian crash.

Note:

Hawthorne is a local street, while 3rd Street is a Major Arterial per Bend's 2020 TSP. Since only one of these roads could be considered a "major route," this warrant is not applicable.

Warrant 8 Met?	No
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SECTION 6: HCM REPORTS FOR HARRIMAN STREET INTERSECTIONS

HCM 6th TWSC
3: Harriman Street & Irving Avenue

12/31/2025

Intersection												
Int Delay, s/veh	8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	15	26	18	20	95	8	4	29	18
Future Vol, veh/h	0	0	1	15	26	18	20	95	8	4	29	18
Conflicting Peds, #/hr	0	0	2	2	0	0	2	0	1	1	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	5	2	0	0	0	0
Mvmt Flow	0	0	1	17	30	21	23	110	9	5	34	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	51	0	0	3	0	0	107	88	4	136	78	43
Stage 1	-	-	-	-	-	-	3	3	-	75	75	-
Stage 2	-	-	-	-	-	-	104	85	-	61	3	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.15	6.52	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.545	4.018	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1568	-	-	1632	-	-	865	802	1085	840	816	1033
Stage 1	-	-	-	-	-	-	1012	893	-	939	836	-
Stage 2	-	-	-	-	-	-	894	824	-	955	897	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1568	-	-	1629	-	-	811	792	1082	737	805	1031
Mov Cap-2 Maneuver	-	-	-	-	-	-	811	792	-	737	805	-
Stage 1	-	-	-	-	-	-	1010	891	-	939	827	-
Stage 2	-	-	-	-	-	-	829	815	-	829	895	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.8	10.4	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	809	1568	-	-	1629	-	-	866
HCM Lane V/C Ratio	0.177	-	-	-	0.011	-	-	0.068
HCM Control Delay (s/veh)	10.4	0	-	-	7.2	0	-	9.5
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q (veh)	0.6	0	-	-	0	-	-	0.2

HCM 6th TWSC
6: Harriman Street & Hawthorne Avenue

12/31/2025

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	57	87	14	43	158	15	42	43	14	11	12	18
Future Vol, veh/h	57	87	14	43	158	15	42	43	14	11	12	18
Conflicting Peds, #/hr	8	0	2	2	0	8	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	5	1	7	0	0	0	0	0	6
Mvmt Flow	62	95	15	47	172	16	46	47	15	12	13	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	196	0	0	112	0	0	521	519	107	542	518	189
Stage 1	-	-	-	-	-	-	229	229	-	282	282	-
Stage 2	-	-	-	-	-	-	292	290	-	260	236	-
Critical Hdwy	4.12	-	-	4.15	-	-	7.1	6.5	6.2	7.1	6.5	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.218	-	-	2.245	-	-	3.5	4	3.3	3.5	4	3.354
Pot Cap-1 Maneuver	1377	-	-	1459	-	-	469	464	953	454	465	843
Stage 1	-	-	-	-	-	-	778	718	-	729	681	-
Stage 2	-	-	-	-	-	-	720	676	-	749	713	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1367	-	-	1456	-	-	418	422	949	380	423	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	418	422	-	380	423	-
Stage 1	-	-	-	-	-	-	739	682	-	689	651	-
Stage 2	-	-	-	-	-	-	664	646	-	652	677	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.8	1.5	15.3	12.6
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	456	1367	-	-	1456	-	-	520
HCM Lane V/C Ratio	0.236	0.045	-	-	0.032	-	-	0.086
HCM Control Delay (s/veh)	15.3	7.8	0	-	7.6	0	-	12.6
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0.9	0.1	-	-	0.1	-	-	0.3

HCM 6th AWSC

3: Harriman Street & Irving Avenue

12/31/2025

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	0	1	15	26	18	20	95	8	4	29	18
Future Vol, veh/h	0	0	1	15	26	18	20	95	8	4	29	18
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0	5	2	0	0	0	0
Mvmt Flow	0	0	1	17	30	21	23	110	9	5	34	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	6.8	7.6	8	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	0%	25%	8%
Vol Thru, %	77%	0%	44%	57%
Vol Right, %	7%	100%	31%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	123	1	59	51
LT Vol	20	0	15	4
Through Vol	95	0	26	29
RT Vol	8	1	18	18
Lane Flow Rate	143	1	69	59
Geometry Grp	1	1	1	1
Degree of Util (X)	0.165	0.001	0.078	0.065
Departure Headway (Hd)	4.146	3.814	4.116	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	861	944	855	901
Service Time	2.19	1.814	2.212	2.001
HCM Lane V/C Ratio	0.166	0.001	0.081	0.065
HCM Control Delay, s/veh	8	6.8	7.6	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0	0.3	0.2

HCM 6th AWSC
6: Harriman Street & Hawthorne Avenue

12/31/2025

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	87	14	43	158	15	42	43	14	11	12	18
Future Vol, veh/h	57	87	14	43	158	15	42	43	14	11	12	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	0	0	5	1	7	0	0	0	0	0	6
Mvmt Flow	62	95	15	47	172	16	46	47	15	12	13	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.9	9.5	8.8	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	42%	36%	20%	27%
Vol Thru, %	43%	55%	73%	29%
Vol Right, %	14%	9%	7%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	99	158	216	41
LT Vol	42	57	43	11
Through Vol	43	87	158	12
RT Vol	14	14	15	18
Lane Flow Rate	108	172	235	45
Geometry Grp	1	1	1	1
Degree of Util (X)	0.146	0.219	0.297	0.059
Departure Headway (Hd)	4.892	4.591	4.551	4.772
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	732	781	789	748
Service Time	2.933	2.625	2.583	2.818
HCM Lane V/C Ratio	0.148	0.22	0.298	0.06
HCM Control Delay, s/veh	8.8	8.9	9.5	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.8	1.2	0.2

**With Promenade concept at Harriman
Street/Hawthorne Avenue**

HCM 6th AWSC

3: Harriman Street & Irving Avenue

01/06/2026

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	1	15	26	18	20	116	8	4	29	18
Future Vol, veh/h	0	0	1	15	26	18	20	116	8	4	29	18
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0	5	2	0	0	0	0
Mvmt Flow	0	0	1	17	30	21	23	135	9	5	34	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	6.9	7.6	8.2	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	0%	25%	8%
Vol Thru, %	81%	0%	44%	57%
Vol Right, %	6%	100%	31%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	144	1	59	51
LT Vol	20	0	15	4
Through Vol	116	0	26	29
RT Vol	8	1	18	18
Lane Flow Rate	167	1	69	59
Geometry Grp	1	1	1	1
Degree of Util (X)	0.193	0.001	0.081	0.065
Departure Headway (Hd)	4.147	3.869	4.265	3.953
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	861	930	845	894
Service Time	2.197	1.871	2.265	2.032
HCM Lane V/C Ratio	0.194	0.001	0.082	0.066
HCM Control Delay, s/veh	8.2	6.9	7.6	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0	0.3	0.2

**With Promenade concept at Harriman
Street/Hawthorne Avenue**

HCM 6th AWSC

6: Harriman Street & Hawthorne Avenue

01/06/2026

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	79	0	36	22	79	8	42	50	0	0	18	18
Future Vol, veh/h	79	0	36	22	79	8	42	50	0	0	18	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	0	0	5	1	7	0	0	0	0	0	6
Mvmt Flow	86	0	39	24	86	9	46	54	0	0	20	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.1	8.2	8.3	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	46%	69%	20%	0%
Vol Thru, %	54%	0%	72%	50%
Vol Right, %	0%	31%	7%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	92	115	109	36
LT Vol	42	79	22	0
Through Vol	50	0	79	18
RT Vol	0	36	8	18
Lane Flow Rate	100	125	118	39
Geometry Grp	1	1	1	1
Degree of Util (X)	0.127	0.151	0.146	0.046
Departure Headway (Hd)	4.586	4.338	4.44	4.269
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	783	829	810	840
Service Time	2.604	2.352	2.455	2.29
HCM Lane V/C Ratio	0.128	0.151	0.146	0.046
HCM Control Delay, s/veh	8.3	8.1	8.2	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.5	0.5	0.1

SECTION 7: HCM REPORTS FOR THE 3RD STREET INTERSECTIONS

HCM 6th TWSC
2: 3rd St & Hawthorne Ave

Existing Config and Volumes

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	4	0	41	5	1	89	2	846	48	83	781	28
Future Vol, veh/h	4	0	41	5	1	89	2	846	48	83	781	28
Conflicting Peds, #/hr	0	0	19	19	0	0	8	0	10	10	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	25	0	5	0	0	11	0	2	6	2	3	0
Mvmt Flow	4	0	42	5	1	91	2	863	49	85	797	29

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1426	1916	440	1490	1906	466	834	0	0	922	0	0
Stage 1	990	990	-	902	902	-	-	-	-	-	-	-
Stage 2	436	926	-	588	1004	-	-	-	-	-	-	-
Critical Hdwy	8	6.5	7	7.5	6.5	7.12	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	7	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.75	4	3.35	3.5	4	3.41	2.2	-	-	2.22	-	-
Pot Cap-1 Maneuver	78	68	557	87	69	520	808	-	-	736	-	-
Stage 1	224	327	-	303	359	-	-	-	-	-	-	-
Stage 2	512	350	-	467	322	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	57	59	543	71	60	515	802	-	-	729	-	-
Mov Cap-2 Maneuver	57	59	-	71	60	-	-	-	-	-	-	-
Stage 1	221	286	-	299	354	-	-	-	-	-	-	-
Stage 2	418	345	-	374	282	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	18.7	18.3	0	1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	802	-	-	309 366	729	-	-
HCM Lane V/C Ratio	0.003	-	-	0.149 0.265	0.116	-	-
HCM Control Delay (s/veh)	9.5	0	-	18.7 18.3	10.6	-	-
HCM Lane LOS	A	A	-	C C	B	-	-
HCM 95th %tile Q (veh)	0	-	-	0.5 1	0.4	-	-

HCM 6th Signalized Intersection Summary

1: 3rd St & Greenwood Ave

Existing Vols-Signal

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	639	126	238	519	247	134	585	239	271	526	73
Future Volume (veh/h)	189	639	126	238	519	247	134	585	239	271	526	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1750	1736	1736	1682	1736	1682	1736	1695	1723	1668	1723	1750
Adj Flow Rate, veh/h	203	687	135	256	558	266	144	629	257	291	566	78
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	1	5	1	5	1	4	2	6	2	0
Cap, veh/h	243	703	138	287	628	299	174	567	232	329	1035	142
Arrive On Green	0.15	0.26	0.25	0.18	0.29	0.28	0.11	0.26	0.25	0.21	0.36	0.35
Sat Flow, veh/h	1667	2737	537	1602	2162	1029	1654	2210	902	1589	2886	397
Grp Volume(v), veh/h	203	414	408	256	425	399	144	458	428	291	320	324
Grp Sat Flow(s),veh/h/ln	1667	1650	1625	1602	1650	1541	1654	1611	1502	1589	1637	1646
Q Serve(g_s), s	18.9	39.7	39.8	24.9	39.4	39.6	13.6	41.0	41.0	28.4	24.9	25.1
Cycle Q Clear(g_c), s	18.9	39.7	39.8	24.9	39.4	39.6	13.6	41.0	41.0	28.4	24.9	25.1
Prop In Lane	1.00		0.33	1.00		0.67	1.00		0.60	1.00		0.24
Lane Grp Cap(c), veh/h	243	424	417	287	479	448	174	414	386	329	587	590
V/C Ratio(X)	0.84	0.98	0.98	0.89	0.89	0.89	0.83	1.11	1.11	0.89	0.55	0.55
Avail Cap(c_a), veh/h	324	424	417	311	479	448	217	414	386	408	587	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.3	58.9	59.1	64.0	54.2	54.5	70.0	59.3	59.6	61.5	40.8	41.0
Incr Delay (d2), s/veh	10.4	37.4	38.1	23.4	17.6	18.9	15.7	76.9	78.7	15.4	1.1	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	21.1	21.0	12.1	18.8	17.9	6.5	25.4	24.0	12.8	10.3	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.7	96.3	97.2	87.4	71.7	73.4	85.7	136.3	138.4	76.9	41.9	42.1
LnGrp LOS	E	F	F	F	E	E	F	F	F	E	D	D
Approach Vol, veh/h		1025			1080			1030			935	
Approach Delay, s/veh		92.8			76.1			130.1			52.9	
Approach LOS		F			E			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.8	61.2	27.3	50.4	37.0	45.0	32.6	45.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	20.0	45.0	30.0	40.0	40.0	40.0	30.0	40.0				
Max Q Clear Time (g_c+I1), s	15.6	27.1	20.9	41.6	30.4	43.0	26.9	41.8				
Green Ext Time (p_c), s	0.2	6.8	1.4	0.0	1.6	0.0	0.7	0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			88.6									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary

2: 3rd St & Hawthorne Ave

Existing Vols-Signal

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	0	41	5	1	89	2	846	48	83	781	28
Future Volume (veh/h)	4	0	41	5	1	89	2	846	48	83	781	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.98		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1409	1750	1682	1750	1750	1600	1750	1723	1668	1723	1709	1750
Adj Flow Rate, veh/h	4	0	42	5	1	91	2	863	49	85	797	29
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	25	0	5	0	0	11	0	2	6	2	3	0
Cap, veh/h	91	12	221	85	10	228	40	1543	88	151	1784	65
Arrive On Green	0.15	0.00	0.15	0.15	0.17	0.15	0.02	0.49	0.47	0.09	0.56	0.54
Sat Flow, veh/h	52	75	1332	32	58	1370	1667	3146	179	1641	3194	116
Grp Volume(v), veh/h	46	0	0	97	0	0	2	449	463	85	405	421
Grp Sat Flow(s),veh/h/ln	1459	0	0	1460	0	0	1667	1637	1688	1641	1624	1687
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	9.2	9.2	2.4	7.0	7.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	2.9	0.0	0.0	0.1	9.2	9.2	2.4	7.0	7.0
Prop In Lane	0.09		0.91	0.05		0.94	1.00		0.11	1.00		0.07
Lane Grp Cap(c), veh/h	294	0	0	291	0	0	40	803	828	151	907	942
V/C Ratio(X)	0.16	0.00	0.00	0.33	0.00	0.00	0.05	0.56	0.56	0.56	0.45	0.45
Avail Cap(c_a), veh/h	839	0	0	841	0	0	385	1373	1416	413	1396	1451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	0.0	0.0	18.2	0.0	0.0	22.7	8.5	8.6	20.7	6.2	6.2
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.5	0.0	0.0	0.4	0.5	0.4	2.4	0.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.0	0.0	0.0	0.0	2.3	2.4	0.9	1.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.7	0.0	0.0	18.7	0.0	0.0	23.1	9.0	9.0	23.2	6.4	6.5
LnGrp LOS	B			B			C	A	A	C	A	A
Approach Vol, veh/h		46			97			914			911	
Approach Delay, s/veh		17.7			18.7			9.0			8.0	
Approach LOS		B			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	30.6		11.9	8.4	27.4		11.9				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		25.0	11.0	39.0		25.0				
Max Q Clear Time (g_c+I1), s	2.1	9.0		4.9	4.4	11.2		3.3				
Green Ext Time (p_c), s	0.0	10.3		0.2	0.1	11.2		0.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			9.2									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary

3: Franklin Ave & 3rd St

Existing Vols-Signal

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	365	124	197	389	100	123	575	108	69	645	90
Future Volume (veh/h)	203	365	124	197	389	100	123	575	108	69	645	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1695	1723	1736	1695	1695	1736	1736	1668	1723	1750	1614	1736
Adj Flow Rate, veh/h	209	376	128	203	401	103	127	593	111	71	665	93
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	2	1	4	4	1	1	6	2	0	10	1
Cap, veh/h	257	449	363	255	657	167	174	970	181	107	874	122
Arrive On Green	0.16	0.26	0.25	0.16	0.26	0.25	0.11	0.36	0.36	0.06	0.32	0.31
Sat Flow, veh/h	1615	1723	1447	1615	2534	644	1654	2660	497	1667	2698	377
Grp Volume(v), veh/h	209	376	128	203	253	251	127	353	351	71	377	381
Grp Sat Flow(s),veh/h/ln	1615	1723	1447	1615	1611	1567	1654	1585	1572	1667	1533	1542
Q Serve(g_s), s	13.1	21.6	7.6	12.7	14.5	14.8	7.8	19.1	19.2	4.4	23.1	23.2
Cycle Q Clear(g_c), s	13.1	21.6	7.6	12.7	14.5	14.8	7.8	19.1	19.2	4.4	23.1	23.2
Prop In Lane	1.00		1.00	1.00		0.41	1.00		0.32	1.00		0.24
Lane Grp Cap(c), veh/h	257	449	363	255	418	406	174	578	573	107	497	500
V/C Ratio(X)	0.81	0.84	0.35	0.80	0.61	0.62	0.73	0.61	0.61	0.66	0.76	0.76
Avail Cap(c_a), veh/h	324	510	414	401	476	463	331	696	690	334	673	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	36.7	32.3	42.5	34.1	34.4	45.5	27.2	27.4	47.9	31.8	31.9
Incr Delay (d2), s/veh	11.0	10.2	0.4	4.5	1.4	1.6	4.4	0.8	0.9	5.1	2.9	3.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	10.3	2.7	5.4	5.8	5.9	3.4	7.1	7.1	1.9	8.7	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.6	46.8	32.7	47.0	35.5	36.0	49.8	28.0	28.2	53.0	34.7	34.9
LnGrp LOS	D	D	C	D	D	D	D	C	C	D	C	C
Approach Vol, veh/h		713			707			831			829	
Approach Delay, s/veh		46.3			39.0			31.5			36.4	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	38.0	20.7	31.2	10.7	42.2	20.5	31.3				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	20.0	45.0	20.0	30.0	20.0	45.0	25.0	30.0				
Max Q Clear Time (g_c+I1), s	9.8	25.2	15.1	16.8	6.4	21.2	14.7	23.6				
Green Ext Time (p_c), s	0.5	7.7	0.6	4.7	0.2	7.8	0.9	2.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			37.9									
HCM 6th LOS			D									

SECTION 8: SIMTRAFFIC REPORT FOR 3RD STREET WITH A SIGNAL AT HAWTHORNE AVENUE

Summary of All Intervals

Run Number	1	2	3	4	5	7	8
Start Time	2:20	2:20	2:20	2:20	2:20	2:20	2:20
End Time	3:30	3:30	3:30	3:30	3:30	3:30	3:30
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2	2
Vehs Entered	5324	5256	5431	5268	5208	5280	5347
Vehs Exited	5335	5252	5408	5323	5200	5133	5268
Starting Vehs	265	313	266	293	231	239	258
Ending Vehs	254	317	289	238	239	386	337
Travel Distance (mi)	3228	3191	3267	3198	3154	3151	3203
Travel Time (hr)	297.1	295.9	294.0	294.8	239.8	343.9	334.9
Total Delay (hr)	182.3	182.8	177.8	181.3	127.8	232.0	221.1
Total Stops	8962	9024	8932	9017	7120	9817	10087
Fuel Used (gal)	151.0	149.8	151.4	149.3	136.1	158.8	159.1

Summary of All Intervals

Run Number	9	Avg
Start Time	2:20	2:20
End Time	3:30	3:30
Total Time (min)	70	70
Time Recorded (min)	60	60
# of Intervals	3	3
# of Recorded Intervals	2	2
Vehs Entered	5245	5297
Vehs Exited	5298	5277
Starting Vehs	285	270
Ending Vehs	232	284
Travel Distance (mi)	3196	3199
Travel Time (hr)	270.8	296.4
Total Delay (hr)	157.1	182.8
Total Stops	8188	8893
Fuel Used (gal)	144.8	150.0

Interval #0 Information Seeding

Start Time	2:20
End Time	2:30
Total Time (min)	10
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording1

Start Time 2:30

End Time 2:45

Total Time (min) 15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	7	8
Vehs Entered	1358	1340	1493	1432	1386	1451	1377
Vehs Exited	1317	1348	1384	1382	1349	1322	1259
Starting Vehs	265	313	266	293	231	239	258
Ending Vehs	306	305	375	343	268	368	376
Travel Distance (mi)	814	806	857	838	823	830	790
Travel Time (hr)	70.9	77.0	78.7	83.6	63.9	71.0	80.0
Total Delay (hr)	42.0	48.4	48.2	53.9	34.7	41.5	51.8
Total Stops	2181	2280	2471	2622	1976	2283	2446
Fuel Used (gal)	37.2	38.4	39.9	40.5	35.9	37.2	38.6

Interval #1 Information Recording1

Start Time 2:30

End Time 2:45

Total Time (min) 15

Volumes adjusted by PHF, Growth Factors.

Run Number	9	Avg
Vehs Entered	1350	1396
Vehs Exited	1341	1337
Starting Vehs	285	270
Ending Vehs	294	330
Travel Distance (mi)	817	822
Travel Time (hr)	75.6	75.1
Total Delay (hr)	46.5	45.9
Total Stops	2232	2310
Fuel Used (gal)	38.5	38.3

Interval #2 Information Recording2

Start Time 2:45

End Time 3:30

Total Time (min) 45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	7	8
Vehs Entered	3966	3916	3938	3836	3822	3829	3970
Vehs Exited	4018	3904	4024	3941	3851	3811	4009
Starting Vehs	306	305	375	343	268	368	376
Ending Vehs	254	317	289	238	239	386	337
Travel Distance (mi)	2415	2385	2411	2360	2331	2321	2413
Travel Time (hr)	226.2	219.0	215.3	211.2	175.9	272.9	254.9
Total Delay (hr)	140.3	134.4	129.6	127.4	93.1	190.6	169.3
Total Stops	6781	6744	6461	6395	5144	7534	7641
Fuel Used (gal)	113.8	111.4	111.4	108.8	100.2	121.6	120.5

Interval #2 Information Recording2

Start Time 2:45

End Time 3:30

Total Time (min) 45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	9	Avg
Vehs Entered	3895	3896
Vehs Exited	3957	3939
Starting Vehs	294	330
Ending Vehs	232	284
Travel Distance (mi)	2379	2377
Travel Time (hr)	195.2	221.3
Total Delay (hr)	110.6	136.9
Total Stops	5956	6580
Fuel Used (gal)	106.3	111.8

Queuing and Blocking Report

Existing Vols-Signal

Intersection: 1: 3rd St & Greenwood Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	390	1008	979	450	893	890	270	683	680	325	650	573
Average Queue (ft)	333	624	602	392	509	518	208	589	603	267	315	260
95th Queue (ft)	475	1049	995	507	914	885	333	802	797	369	541	445
Link Distance (ft)		1236	1236		2051	2051		665	665		1132	1132
Upstream Blk Time (%)								16	22			
Queuing Penalty (veh)								77	104			
Storage Bay Dist (ft)	290			350			170			225		
Storage Blk Time (%)	23	50		35	15		23	62		25	13	
Queuing Penalty (veh)	75	94		90	36		67	84		67	34	

Intersection: 2: 3rd St & Hawthorne Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	81	149	56	560	567	194	236	262
Average Queue (ft)	28	67	3	324	342	66	84	105
95th Queue (ft)	64	129	32	686	689	134	196	225
Link Distance (ft)	470	476		666	666		665	665
Upstream Blk Time (%)				3	3			
Queuing Penalty (veh)				12	12			
Storage Bay Dist (ft)			150			150		
Storage Blk Time (%)				37		0	2	
Queuing Penalty (veh)				1		1	1	

Queuing and Blocking Report

Existing Vols-Signal

Intersection: 3: Franklin Ave & 3rd St

Movement	EB	EB	EB	B13	WB	WB	WB	B12	NB	NB	NB	SB
Directions Served	L	T	R	T	L	T	TR	T	L	T	TR	L
Maximum Queue (ft)	370	709	350	578	260	507	433	70	244	449	461	254
Average Queue (ft)	265	454	145	176	196	274	220	5	125	234	242	98
95th Queue (ft)	431	799	370	725	304	460	384	85	234	439	438	222
Link Distance (ft)		630		1157		526	526	490		813	813	
Upstream Blk Time (%)		18		3		1	0	0		0	0	
Queuing Penalty (veh)		0		0		0	0	0		0	0	
Storage Bay Dist (ft)	270		250		160				160			155
Storage Blk Time (%)	13	34			22	34			4	21		1
Queuing Penalty (veh)	62	113			42	68			11	26		4

Intersection: 3: Franklin Ave & 3rd St

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	508	537
Average Queue (ft)	272	290
95th Queue (ft)	434	450
Link Distance (ft)	666	666
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)	25	
Queuing Penalty (veh)	17	

Intersection: 13: Bend

Movement	WB	WB
Directions Served	T	
Maximum Queue (ft)	258	106
Average Queue (ft)	13	4
95th Queue (ft)	110	59
Link Distance (ft)	630	630
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1099